MOTOR MAGAZINE'S

Canadian Service Data Book

1941 EDITION

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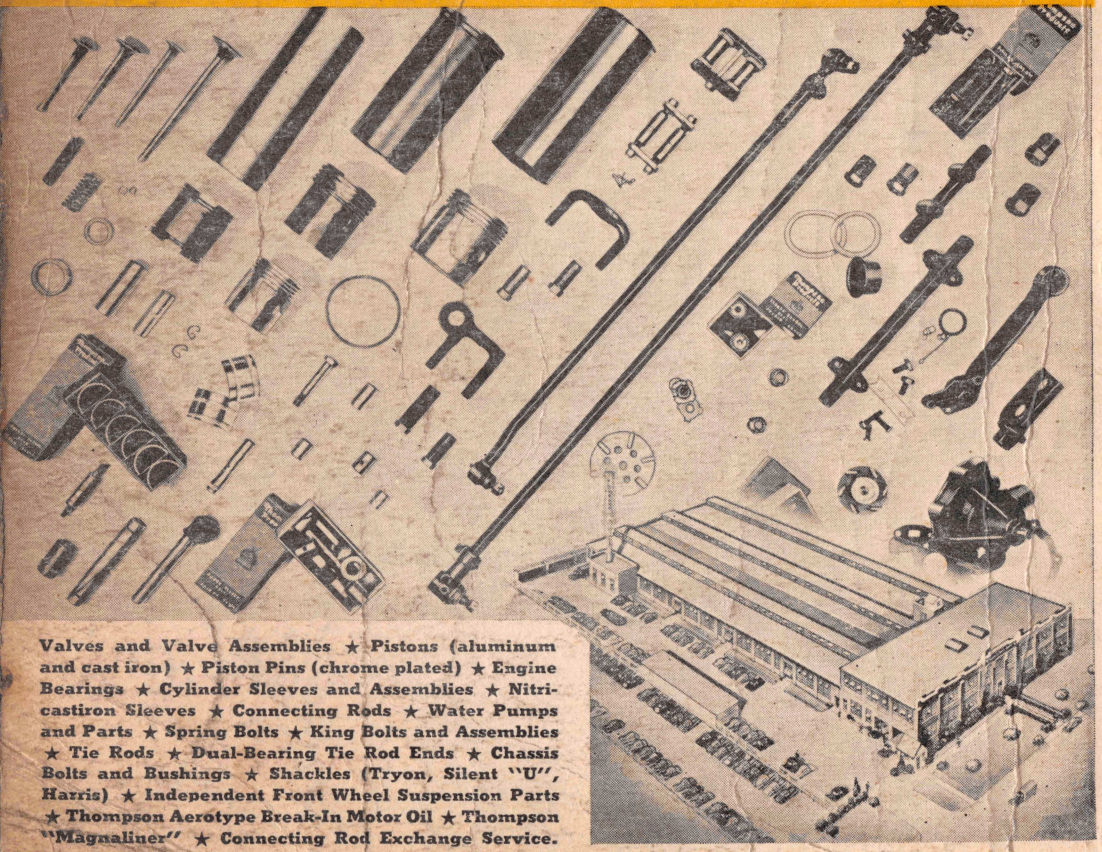

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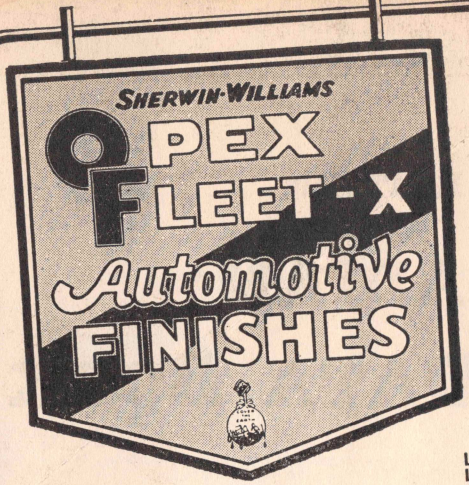

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ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure—At Cranking Speed
AUBURN							
6-53, 6-54	'35–6	6-L	3 1/16 x4 3/4	Al	6.20	—	—
8-51	'35	8-L	3 1/16 x4 3/4	Al	6.20	—	—
8-51 SC	'35	8-L	3 1/16 x4 3/4	Al	6.50	—	—
8-52	'36	8-L	3 1/16 x4 3/4	Al	6.50	—	—
8-52 SC	'36	8-L	3 1/16 x4 3/4	Al	6.50	7.00	—
CADILLAC							
V- 8 355E	'35	8-L	3 3/8 x4 15/16	CI	6.25	5.75	103
V-12	'35–6	12-I	3 1/2 x4	CI	6.00	5.65	90
V-16 452E	'35	16-I	3 x4	CI	6.00	5.57	92
V- 8 60	'36	8-L	3 3/8 x4 1/2	CI	6.25	—	—
V- 8 70	'36	8-L	3 1/2 x4 1/2	CI	6.25	—	—
V- 8 75	'36	8-L	3 1/2 x4 1/2	CI	6.25	—	—
V-16	'36	16-I	3 x4	CI	6.00	5.65	—
V- 8 60	'37	8-L	3 1/2 x4 1/2	CI	6.25	5.75	—
V- 8 65, 70	'37	8-L	3 1/2 x4 1/2	CI	6.25	5.75	—
V- 8 75	'37	8-L	3 1/2 x4 1/2	CI	6.25	5.75	—
V-12	'37	12-I	3 1/2 x4	CI	6.00	5.65	—
V-16	'37	16-I	3 x4	CI	6.00	5.65	—
V-8 38-60 & Spec	'38	8-L	3 1/2 x4 1/2	CI	6.25	5.75	155
V- 8 38-65	'38	8-L	3 1/2 x4 1/2	CI	6.25	5.75	155
V- 8 38-75	'38	8-L	3 1/2 x4 1/2	CI	6.70	6.25	170
V-16 38-90	'38	16-I	3 1/4 x3 1/4	CI	6.75	6.08	180
V-8 61	'39	8-L	3 1/2x4 1/2	CI	6.25	5.75	155
V-8 60S	'39	8-L	3 1/2x4 1/2	CI	6.25	5.75	155
V-8 75	'39	8-L	3 1/2x4 1/2	CI	6.70	5.75	170
V-16 90	'39	16-I	3 1/4x3 1/4	CI	6.75	6.08	180
V-8 62	'40	8-L	3 1/2x4 1/2	CI	6.25	5.75	155
V-8 60S	'40	8-L	3 1/2x4 1/2	CI	6.25	5.75	155
V-8 75	'40	8-L	3 1/2x4 1/2	CI	6.70	5.75	170
All Series	'41	8-L	3 1/2x4 1/2	CI	7.25	—	182
CHEVROLET							
Six Std.	'35	6-I	3 5/16 x4	CI	5.45	—	—
Six Master	'35	6-I	3 5/16 x4	CI	5.60	—	—
Six Std. Mast.	'36	6-I	3 5/16 x4	CI	6.00	—	112
Master	'37	6-I	3 1/2 x3 3/4	CI	6.25	—	112
Mstr. De Luxe	'37	6-I	3 1/2 x3 3/4	CI	6.25	—	112
Six	'38	6-I	3 1/2 x3 3/4	CI	6.25	—	112
Six	'39	6-I	3 1/2x3 3/4	CI	6.25	—	112
Six	'40	6-I	3 1/2x3 3/4	CI	6.25	—	112
Six	'41	6-I	3 1/2x3 3/4	CI	6.25	—	112
CHRYSLER							
6 C6, C7	'35–6	6-L	3 3/8 x4 1/2	CI	6.00	6.50	98
8 CZ, C8	'35–6	8-L	3 1/4 x4 1/8	CI	6.20	7.00	—
Eight Airf.	'35	8-L	3 1/4 x4 7/8	CI	6.20	6.50	—
8 LC Airf.	'35–6	8-L	3 1/4 x4 7/8	Al	6.50	7.45	—
Royal 6 C-16	'37	6-L	3 3/8 x4 1/4	CI	6.50	7.00	—
DeLuxe 8 C-14	'37	8-L	3 1/4 x4 1/8	CI	6.70	—	—
Airflow 8 C-17	'37	8-L	3 1/4 x4 7/8	Al	6.50	—	—
Cus.Imp. 8 C-15	'37	8-L	3 1/4 x4 7/8	Al	6.50	—	—
Royal 6 C-18	'38	6-L	3 3/8 x4 1/2	CI	6.20	7.10*	140
De Luxe 8 C-19	'38	8-L	3 1/4 x4 1/2	CI	6.20	6.50*	140
Cus.Imp. 8 C-20	'38	8-L	3 1/2 x4 1/2	Al	6.50	7.45	150
Royal 6 C-22	'39	6-L	3 3/8x4 1/4	CI	6.50	7.00*	150
DeLuxe 8 C-23	'39	8-L	3 1/4x4 7/8	CI	6.80	—	—
Cus.Imp. 8 C-24	'39	8-L	3 1/4x4 7/8	Al	6.80	—	—
Royal 6 C-25	'40	6-L	3 3/8x4 1/2	CI	6.50	7.00*	140
DeLuxe C-26	'40	8-L	3 1/4x4 7/8	CI	6.80	7.45*	150
Cus. Imp. C-27	'40	8-L	3 1/4x4 7/8	Al	6.80	7.45*	150
Royal 6 C-28	'41	6-L	3 3/8x4 1/2	CI	6.80	—	115
New York. C-30	'41	8-L	3 1/4x4 7/8	CI	6.80	—	120
Crown Imp. C-33	'41	8-L	3 1/4x4 7/8	Al	6.80	—	120
DE SOTO							
Six SF	'35	6-L	3 3/8 x4 1/2	CI	6.70	—	—
Six Airf.	'35–6	6-L	3 3/8 x4 1/2	Al	6.50	7.00	—
Six Cust. S1	'36	6-L	3 3/8 x4 1/2	CI	6.00	6.50	—
Six S-3	'37	6-L	3 3/8 x4 1/4	CI	6.50	—	—
Six S-5	'38	6-L	3 3/8 x4 1/4	CI	6.5	7.00*	140
Six S-6	'39	6-L	3 3/8x4 1/4	CI	6.5	7.00*	140
Six S-7	'40	6-L	3 3/8x4 1/4	CI	6.5	7.00*	145
Six S-8	'41	6-L	3 3/8x4 1/4	CI	6.8	—	115
DODGE							
Six DU	'35	6-L	3 1/4 x3 1/8	CI	6.50	—	—
Six DV	'35	6-L	3 1/8 x4 3/8	CI	6.70	—	95
Six D2	'36	6-L	3 1/4 x4 3/8	CI	6.50	—	—
Six D3, D4	'36	6-L	3 1/8 x4 1/8	CI	6.70	—	95
Stand. 6 D-6	'37	6-L	3 3/8 x4 3/8	CI	6.70	—	—
De Luxe 6 D-7	'37	6-L	3 1/8 x4 3/8	CI	6.70	—	—
Six D-5	'37	6-L	3 1/4 x4 3/8	CI	6.50	—	—
Stand. 6 D-9	'38	6-L	b	CI	6.50	—	140
De Luxe 6 D-10	'38	6-L	c	CI	6.50	—	140
Six D-8	'38	6-L	a	CI	6.50	—	140
Stand. 6 D-13	'39	6-L	3 3/8x3 3/4	CI	6.70	—	140
De Luxe 6 D-12	'39	6-L	3 3/8x3 3/4	CI	6.70	—	140

(Continued on page 7)

For key to abbreviations see page 15

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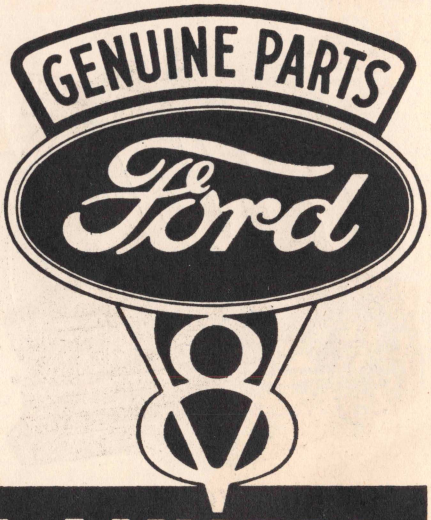
ANOTHER MAN'S *False Teeth?*

THEN YOU'LL KNOW WHY FORDS NEED GENUINE FORD PARTS

Genuine Ford replacement parts are identically the same as parts which are assembled into Ford cars in the Ford factory. That means they fit to the same close tolerances.

But there's another reason why you can count only on Genuine Ford Parts to give your customers genuine satisfaction. They're made from the same fine *materials* as the parts which are built into Ford cars.

It gives your customers confidence in you when you can tell them "We use only Genuine Ford Parts in Ford replacement work." The Ford-Mercury Dealer in your neighbourhood is local distributor for Genuine Ford Parts. Get in touch with him now.



OF CANADA, LIMITED

REGINA CALGARY VANCOUVER

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ENGINE SPECIFICATIONS

(Continued from page 3)

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure At Cranking Speed
DODGE—Continued							
Six D-11	'39	6-L	3 3/16 x 4 1/16	CI	6.70	—	140
Stand. 6 D-15	'40	6-L	3 3/16 x 4 1/16	CI	6.50	—	140
De Luxe 6 D-16	'40	6-L	3 3/16 x 4 1/16	CI	6.50	—	140
Six D-14	'40	6-L	3 3/16 x 4 1/16	CI	6.50	—	140
Kingsway 6 D-20	'41	6-L	3 3/16 x 4 1/16	CI	6.50	—	100
De Luxe 6D-21	'41	6-L	3 3/16 x 4 1/16	CI	6.50	—	100
Lux. Liner D-19	'41	6-L	3 3/16 x 4 1/16	CI	6.50	—	100
FORD							
V-8	'34-5	8-L	3 1/16 x 3 3/4	Al	6.30	—	105
V-8	'36	8-L	3 1/16 x 3 3/4	Al	6.30	—	105
V-8 60	'37	8-L	2.6x3.2	Al	6.60	—	112
V-8 85	'37	8-L	3 1/16 x 3 3/4	CI	6.12	6.50*	103
V-8 60	'38	8-L	2.6x3.2	CI	6.60	—	105
FORD—Continued							
V-8 85	'38	8-L	3 1/16 x 3 3/4	CA	6.12	6.50†	100
V-8 85	'39	8-L	3 1/16 x 3 3/4	CI‡	6.12	6.50*	105
Mercury	'39	8-L	3 3/16 x 3 3/4	Al	6.50	—	120
V-8 85	'40	8-L	3 1/16 x 3 3/4	CI†	6.15	6.50*	100
Mercury	'40	8-L	3 3/16 x 3 3/4	Al	6.50	—	100
V-8 85	'41	8-L	3 1/16 x 3 3/4	CI	6.2	—	100
Mercury	'41	8-L	3 3/16 x 3 3/4	CI	6.30	—	100
GRAHAM							
Six	'35	6-L	3 x4	Al	5.80	—	105
Six Spec.	'35	6-L	3 1/4 x 4 1/2	Al	6.50	—	120
8 Std. Super	'35	8-L	3 1/8 x4	Al	6.70	—	120
6-80 Crusader	'36	6-L	3 x4	Al	6.80	—	—
6-90, 6-110	'36	6-L	3 1/4 x 4 3/8	Al	6.70	—	—

For key to abbreviations see page 15

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SELL DELUXE OIL FILTER THE WINNER

Make Faster, More Profitable Sales By Selling The Filter Used By More Fleet Operators than Any Other Make!

DeLuxe Oil Filter is the Winner with fleet operators and car owners alike because it's the Winner in filtering efficiency . . . reduction of motor maintenance costs . . . improvement of motor performance.

Fleet operators and car owners alike want facts, *not claims.* That's why it's easier to sell DeLuxe. When you explain the importance of *Controlled Flow — Scientifically Maintained Cartridge Density — Non-Collapsible Cartridge* — and many other exclusive DeLuxe features . . . You've Made Another Sale!

Write Today for *free* 16-page Filter Facts booklet that shows how to give your customers thousands of *extra* miles of motor performance and give yourself a profitable volume of repeat business.

The ONLY Filter With ALL These Exclusive Features

- **Inner Steel Spring Support**
- **Catch Basin Sump**
- **Pressure Relief Valve**
- **Sump Drain-Off Valve**

COLONIAL TRADER'S LIMITED

144 FRONT STREET, W., TORONTO, ONTARIO, CANADA

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ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure At Cranking Speed
GRAHAM—Continued							
Crusader 85	'37	6-L	3 x4	Al	6.80	—	115
Cavalier 95	'37	6-L	3¼ x4	Al	6.70	—	120
Superchgr. 116	'37	6-L	3¼ x4	Al	6.70	—	120
Cus. S'per. C120	'37	6-L	3¼ x4⅜	Al	6.70	—	120
Special	'38	6-L	3¼ x4⅜	Al	6.70	7.25	130
Supercharger	'38	6-L	3¼ x4⅜	Al	6.70	7.25	130
Six-96	'39	6-L	3¼x4⅜	CI	6.40	—	130
Six-97	'39	6-L	3¼x4⅜	Al	6.70	—	130
Six-107	'40	6-L	3¼x4⅜	CI	6.65	†	130
Six-108	'40	6-L	3¼x4⅜	CI	6.65	†	130
†—7.00 or 6.25 to 1.							
HUDSON							
Six	35–6	6-L	3 x5	CI	6.25	7.00	—
Eight	'35–6	8-L	3 x4½	CI	6.00	7.00	—

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure At Cranking Speed
HUDSON—Continued							
Six	'37	6-L	3 x5	CI	6.25	7.00	117
Eight	'37	8-L	3 x4½	CI	6.25	—	118
Six	'38	6-L	3 x5	CI	6.25	7.00	103
Eight	'38	8-L	3 x4½	CI	6.25	—	103
112	'38	6-L	3 x4⅛	CI	6.50	—	110
Six-93	'39	6-L	3 x5	CI	6.25	7.01	120
Six-91	'39	6-L	3 x5	CI	6.25	7.01	120
Six-92	'39	6-L	3 x5	CI	6.25	7.01	120
Eight-95	'39	8-L	3 x4½	CI	6.25	7.01	118
Eight-97	'39	8-L	3 x4½	CI	6.25	7.01	118
Six-90	'39	6-L	3 x4⅛	CI	6.50	7.01	115
Six-98	'39	6-L	3 x4⅛	CI	6.50	7.01	115
Six-41	'40	6-L	3 x5	CI	6.50	—	120
Six-43	'40	6-L	3 x5	CI	6.50	—	120
Six-48	'40	6-L	3 x5	CI	6.50	—	120
Eight-44	'40	8-L	3 x4½	CI	6.50	—	119
Eight-47	'40	8-L	3 x4½	CI	6.50	—	119

For key to abbreviations see page 15

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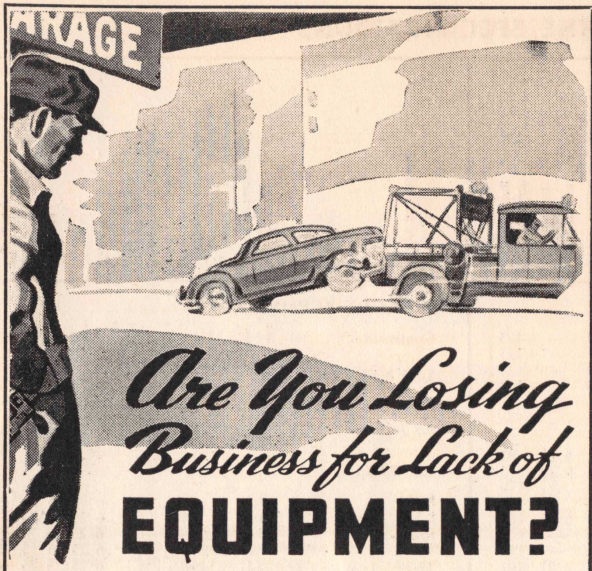
ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio Optional	Compression Pressure—At Cranking Speed
HUDSON—Continued							
Six-40	'40	6-L	3 x4 1/8	CI	7.10	—	125
Six 10	'41	6-L	3x4 1/8	CI	7.25	—	125
Six 11, 12, 18	'41	6-L	3x5	CI	6.50	—	120
Eight 14, 15, 17	'41	8-L	3x4 1/2	CI	6.50	—	119
HUPMOBILE							
Six 517	'35	6-L	3 1/2 x3 7/8	CI	5.75	6.25	93
6-518, 521-J	'35	6-L	3 1/2 x4 1/4	CI	5.75	6.20	110
8-521-O	'35	8-L	3 3/16 x4 3/4	CI	5.80	—	110
8-527, 621-N	'35-6	8-L	3 3/16 x4 3/4	CI	5.80	—	112
Six 618-G	'36	6-L	3 1/2 x4 1/4	CI	5.75	6.20	107
6-622E	'38	6-L	3 1/2 x4 1/4	CI	5.75	—	107
8-825H	'38	8-L	3 3/16 x4 3/4	CI	5.80	—	113
6-922E	'39	6-L	3 1/2x4 1/4	CI	5.75	6.21	107
8-925H	'39	8-L	3 3/16x4 3/4	CI	5.80	—	113
LINCOLN-ZEPHYR							
Continental	'41	12-L	2 7/8x3 3/4	Al	7.00	—	110
LAFAYETTE							
Six 3510	'35	6-L	3 1/4 x4 3/8	CI	5.54	5.73	—
Six 3610	'36	6-L	3 1/4 x4 3/8	CI	5.61	5.87	100
LA SALLE							
8-350	'34-5	8-L	3 x4 1/4	CI	6.50	5.75	109
8-3650	'36	8-L	3 x4 3/8	CI	6.25	5.75	—
Eight-50	'37	8-L	3 3/8 x4 1/2	CI	6.25	5.75	—
38-50	'38	8-L	3 3/8 x4 1/2	CI	6.25	5.75	155
39-50	'39	8-L	3 3/8x4 1/2	CI	6.25	5.75	155
40-50 and 40-52	'40	8-L	3 3/8x4 1/2	CI	6.25	—	155

For key to abbreviations see page 15



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Brown & Murray Ltd.

★ *Turn to page 68 for more information*

ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure At Cranking Speed
McLAUGHLIN-BUICK							
8-40, 44	'34–5	8-I	3 1/16 x3 7/8	CI	5.45	—	100
8-50, 45	'34–5	8-I	3 1/16x4 1/4	CI	5.25	—	97
8-60. 46	'34–5	8-I	3 1/16 x4 5/8	CI	5.25	—	104
8-90, 49	'34–5	8-I	3 1/16 x5	CI	4.95	—	95
8-44	'36	8-I	3 1/16 x3 7/8	CI	5.55	—	—
8-46, 48, 49	'36	8-I	3 1/16 x4 5/16	CI	5.45	—	—
44 Special	'37	8-I	3 1/16 x4 1/8	CI	5.70	—	103
46 Century	'37	8-I	3 1/16 x4 5/16	CI	5.75	—	106
48 Roadmstr.	'37	8-I	3 1/16 x4 5/16	CI	5.75	—	106
49 Limited	'37	8-I	3 1/16 x4 5/16	CI	5.75	—	106
44 Special	'38	8-I	3 1/16 x4 1/8	CI	6.15	—	112
46 Century	'38	8-I	3 1/16 x4 5/16	CI	6.35	—	114
48 Roadmaster	'38	8-I	3 1/16 x4 5/16	CI	6.35	—	114
49 Limited	'38	8-I	3 1/16 x4 5/16	CI	6.35	—	114
44 Special	'39	8-I	3 1/16x4 1/8	CI	6.15	—	112
46 Century	'39	8-I	3 7/16x4 5/16	CI	6.25	—	114
McLAUGHLIN-BUICK—Continued							
48 Roadmaster	'39	8-I	3 7/16x4 5/16	CI	6.25	—	114
49 Limited	'39	8-I	3 7/16x4 5/16	CI	6.25	—	114
44-00 & 45-00	'40	8-I	3 1/16x4 1/8	CI	6.10	—	112
47 Roadmaster	'40	8-I	3 7/16x4 5/16	CI	6.25	—	114
Special 44	'41	8-I	3 1/16x4 1/8	CI	6.50	7.00	142
Super 45	'41	8-I	3 1/16x4 1/8	CI	7.00	—	148
Century 46	'41	8-I	3 7/16x4 5/16	CI	7.00	—	151
Roadmaster 47	'41	8-I	3 7/16x4 5/16	CI	7.00	—	151
Limited 49	'41	8-I	3 7/16x4 5/16	CI	7.00	—	151
NASH							
6 Big 1220, A.	'34–5	6-I	3 3/8 x4 3/8	CI	5.25	—	85
8 Amb. 1290	'34	8-I	3 3/8 x4 1/2	CI	5.25	—	95
8 Adv. Amb.	'35	8-I	3 1/16 x4 1/4	CI	5.25	—	90
Six 400	'36	6-L	3 3/8 x4 3/8	CI	5.61	5.88	100

For key to abbreviations see page 15

★ *Turn to page 68 for more information*

ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure—At Cranking Speed
NASH—Continued							
Six Amb.	'36	6-I	3 3/8 x4 3/8	CI	5.25	—	—
8 Super Amb.	'36	8-I	3 1/8 x4 1/4	CI	5.25	—	—
Lafayette	'37	6-L	3 3/8 x4 3/8	CI	5.61	5.88	100
Ambassador 6	'37	6-I	3 3/8 x4 3/8	CI	5.67	—	100
Ambassador 8	'37	8-I	3 1/8 x4 1/4	CI	5.64	—	90
Lafayette	'38	6-L	3 3/8 x4 3/8	CI	5.83	—	100
Ambassador 6	'38	6-I	3 3/8 x4 3/8	CI	6.00	—	100
Ambassador 8	'38	8-I	3 1/8 x4 1/4	CI	6.00	—	90
Lafayette	'39	6-L	3 3/8 x4 3/8	CI	6.30	—	110
Ambassador 6	'39	6-I	3 3/8 x4 3/8	CI	6.00	—	110
Ambassador 8	'39	8-I	3 1/8 x4 1/4	CI	6.00	—	110
Lafayette	'40	6-L	3 3/8 x4 3/8	CI	6.30	—	110
Ambassador 6	'40	6-I	3 3/8 x4 3/8	CI	6.00	—	125
Ambassador 8	'40	8-I	3 1/8 x4 1/4	CI	6.00	—	110
Ambassador 600	'41	6-L	3 1/8 x3 3/4	CI	6.87	—	120**
Ambassador 6	'41	6-I	3 3/8 x4 3/8	CI	6.30	—	125**
Ambassador 8	'41	8-I	3 1/8 x4 1/4	CI	6.50	—	110**
OLDSMOBILE							
Six F	'35-6	6-L	3 5/16 x4 1/8	CI	6.00	—	111
Eight L	'35-6	8-L	3 x4 1/4	CI	6.20	—	121
Six	'37	6-L	3 7/16 x4 1/8	CI	6.10	—	—
Six	'38	6-L	3 7/16 x4 1/8	CI	6.10	—	—
Eight	'38	8-L	3 1/4 x3 7/8	CI	6.20	—	—
Six	'39	6-L	3 7/16 x4 1/8	CI	6.10	—	79
35-00 & 36-00	'40	6-L	3 7/16 x4 1/8	CI	6.10	None	—
Six	'41	6-L	3 1/2 x4 1/8	CI	6.10	—	115
Eight	'41	8-L	3 1/4 x3 7/8	CI	6.30	—	105
PACKARD							
8-120	'35	8-L	3 1/4 x3 7/8	Al	6.50	6.00	100
Eight	'35	8-L	3 5/16 x5	Al	6.30	6.00	100
Super 8	'35	8-L	3 1/2 x5	Al	6.40	6.00	100
Twelve	'35	12-L	3 7/16 x4 1/4	Al	6.50	7.00	120
8-120-B	'36	8-L	3 1/4 x4 1/4	Al	6.50	—	—
Eight	'36	8-L	5 5/16 x5	Al	6.50	c	—
Super 8	'36	8-L	3 1/2 x5	Al	6.30	c	—
Twelve	'36	12-L	3 7/16 x4 1/4	Al	6.40	c	—
Six	'37	6-L	3 7/16 x4 1/4	CI	6.30	6.75	110
Eight 120-C	'37	8-L	3 1/4 x4 1/4	Al	6.50	7.00	110
Super 8	'37	8-L	3 5/16 x5	Al	6.50	d	110
Twelve	'37	12-L	3 7/16 x4 1/4	Al	6.40	d	110
Six	'38	6-L	3 1/2 x4 1/4	CI	6.52	7.05	110
Eight	'38	8-L	3 1/4 x4 1/4	Al	6.60	7.05	110
Super 8	'38	8-L	3 5/16 x5	Al	6.50	7.05	110
Twelve	'38	12-L	3 7/16 x4 1/4	Al	6.40	d	110
Six	'39	6-L	3 1/2 x4 1/4	CI	6.52	6.85	110
Eight	'39	8-L	3 1/4 x4 1/4	CI	6.41	6.85	110
Super 8	'39	8-L	3 5/16 x5	CI	6.45	6.85	110
Twelve	'39	12-L	3 7/16 x4 1/4	Al	6.30	d	110
Six	'40	6-L	3 1/2 x4 1/4	CI	6.39	6.71	110
Eight	'40	8-L	3 1/4 x4 1/4	CI	6.41	6.85	110
Super 8	'40	8-L	3 1/2 x4 5/8	CI	6.45	6.85	110
110	'41	6-L	3 1/2 x4 1/4	CI	6.39	6.71	—
120	'41	8-L	3 1/4 x4 1/4	CI	6.41	6.85	—
Super 8	'41	8-L	3 1/2 x4 5/8	CI	6.45	6.85	—

★ Turn to page 68 for more information

ENGINE SPECIFICATIONS

Make and Model	Year	No. Cylinders and Valve Arrangement	Bore and Stroke	Standard Cylinder Head Material	Compression Ratio—Standard	Compression Ratio—Optional	Compression Pressure At Cranking Speed
PLYMOUTH							
6, PJ, P1, P2	'35–6	6-L	3 1/8 x4 3/8	CI	6.70	—	109
Six P-3	'37	6-L	3 1/8 x4 3/8	CI	6.70	—	—
De Luxe 6 P-4	'37	6-L	3 1/8 x4 3/8	CI	6.70	—	—
Six P-5	'38	6-L	e	CI	6.50	—	140
De Luxe 6 P-6	'38	6-L	f	CI	6.50	—	140
Six P-7	'39	6-L	3 3/8x3 3/4	CI	6.70	—	140
DeLuxe 6 P-8	'39	6-L	3 3/8x3 3/4	CI	6.70	—	140
Six P-9	'40	6-L	3 3/8x4 1/16	CI	6.50	—	140
DeLuxe 6 P-10	'40	6-L	3 3/8x4 1/16	CI	6.50	—	140
Roadking 6 P-11	'41	6-L	3 3/8x4 1/16	CI	6.50	—	100
De Luxe 6 P-12	'41	6-L	3 3/8x4 1/16	CI	6.50	—	100
PONTIAC							
Six	'35–6	6-L	3 3/8 x3 7/8	CI	6.21	—	149
Eight	'35	8-L	3 5/16 x3 1/2	CI	6.21	—	—
Eight	'36	8-L	3 1/4 x3 1/2	CI	6.21	—	144
Six 224	'37	6-I	3 5/16 x3 3/4	CI	6.50	—	112
Six 26-00	'38	6-I	3 5/16 x3 3/4	CI	6.50	—	112
Six 25-00	'38	6-I	3 1/2 x3 3/4	CI	6.25	—	112
Chieftain	'39	6-I	3 5/16x3 3/4	CI	6.50	—	112
Arrow	'39	6-I	3 1/2x3 3/4	CI	6.25	—	112
Special 25-00	'40	6-L	3 1/16x4	CI	6.50	—	—
Arrow 22-00	'40	6-L	3 1/2x3 3/4	CI	6.25	—	112
Sixes	'41	6-L	3 5/16x4	CI	6.5	—	(g)
REO							
6 Fly. Cd. 6A	'35	6-L	3 3/8 x4 1/4	Al	7.10	—	90
Six Royale 7S	'35	6-L	3 3/8 x5	CI	5.40	—	78
6 Fly. Cd.	'36	6-L	3 3/8 x4 1/4	Al	6.50	—	85
STUDEBAKER							
Dict. 6-A	'35	6-L	3 1/4 x4 1/8	CI	6.30	6.90	—
Comm. 8-1B	'35	8-L	3 1/16 x4 1/4	CI	6.00	6.50	—
Pres. 8-1C	'35	8-L	3 1/16 x4 1/4	Al	6.50	—	—
Dict. 6-A	'36	6-L	3 1/4 x4 3/8	CI	6.30	—	—
Pres. 8-2C	'36	8-L	3 1/16 x4 1/4	Al	6.50	—	—
Dictator 6	'37	6-L	3 1/4 x4 3/8	CI	6.00	—	105
President 8	'37	8-L	3 1/16 x4 1/4	Al	6.50	—	107
Six (7A)	'38	6-L	3 5/16 x4 3/8	CI	6.00	7.00*	105
Comm. 6 (8A)	'38	6-L	3 5/16 x4 3/8	CI	6.00	7.00*	105
President 8 (4C)	'38	8-L	3 1/16 x4 1/4	CI	6.00	6.50*	105
Champion "G"	'39	6-L	3 x3 7/8	CI	6.5	—	105
Comm. 6 (9A)	'39	6-L	3 5/16x4 3/8	CI	6.0	7.00*	105
President 8 (5C)	'39	8-L	3 1/16x4 1/4	CI	6.0	6.50*	105
Champion 2-G	'40	6-L	3 x3 7/8	CI	6.5	—	105
Comm. 6 (10A)	'40	6-L	3 5/16x4 3/8	CI	6.0	7.00*	105
President 8 (6C)	'40	8-L	3 1/16x4 1/4	CI	6.0	6.50*	105
Champ. 6-3G	'41	6-L	3x4	CI	6.5	—	105
Comm. 6-11A	'41	6-L	3 5/16x4 3/8	CI	6.5	7.00*	105
President 8-7C	'41	8-L	3 1/16x4 1/4	CI	6.5	—	105
TERRAPLANE							
Six	'35–6	6-L	3 x5	CI	6.00	7.00	80
Six De Luxe	'37	6-L	3 x5	CI	6.25	7.00	117
Six Super	'37	6-L	3 x5	CI	6.25	7.00	117
Special 80	'38	6-L	3 x5	CI	6.25	7.00	103
Super 82	'38	6-L	3 x5	CI	6.25	7.00	103
WILLYS							
Four 77	'35	4-L	3 1/8 x4 3/8	CI	5.13	—	83
Four 77	'36	4-L	3 1/8 x4 3/8	CI	5.70	—	87
37	'37	4-L	3 1/8 x4 3/8	CI	5.70	—	87
Four 38	'38	4-L	3 1/8 x4 3/8	CI	5.70	—	87
Four 48	'39	4-L	3 1/8x4 3/8	CI	5.70	—	87
Overland 39	'39	4-L	3 1/8x4 3/8	CI	6.35	6.81	105
Willys 440	'40	4-L	3 1/8x4 3/8	CI	6.48	6.81	111
Willys Americar	'41	4-L	3 1/8x4 3/8	CI	6.48	7.1*	111

ABBREVIATIONS

Al—Aluminum a—3 1/4 x 4 3/8 up to Eng. No. D8-C1001; 3 3/8 x 4 1/16 after b—3 1/8 x 4 3/8 up to Eng. No. D9-C1001; 3 3/8 x 4 3/4 after

c—3 1/8 x 4 3/8 up to Eng. No. D10-C1001; 3 3/8 x 4 3/4 after CA—Cast iron or aluminum CI—Cast iron

c—Optional ratios 6.0 to 1 and 7.1 to 1 d—Optional ratios 6.0 to 1 and 7.0 to 1

e—3 1/8 x 4 3/8 up to Eng. No. P5-C1001; 3 3/8 x 3 3/4 after f—3 1/8 x 4 3/8 up to Eng. No. P6-C1001; 3 3/8 x 3 3/4 after

g—155 @ 1,000 *—With aluminum head **—At 350 R.P.M.

†—Compression ratio on DeLuxe models ‡—Aluminum on DeLuxe models

WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
AUBURN														
6-53	1935	2 1/2	7/8	R	SF	Re	9 1/2	Ba	2 1/2 x 1 1/4	.0005	.002	No	Spun	B
8-51	1935	2 1/2	7/8	R	SF	Re	9 1/2	Ba	2 1/2 x 1 1/4	.0005	.002	No	Spun	B
8-51 SC	1935	2 1/2	7/8	R	SF	Re	9 1/2	Ba	2 1/2 x 1 1/4	.0005	.002	No	Spun	B
6-54	1936	2 1/2	7/8	R	SF	Re	9 1/2	Ba	2 1/8 x 1 1/4	.0025	.009	No	Spun	B
8-52	1936	2 1/2	7/8	R	SF	Re	9 1/2	Ba	2 1/8 x 1 1/4	.0025	.009	No	Spun	B
8-52 SC	1936	2 1/2	7/8	R	SF	Re	9 1/2	Ba	2 1/8 x 1 1/4	.0025	.009	No	Spun	B
CADILLAC														
V- 8 355E	1935	3 1/32	7/8	P	.0004	DB	10 1/2	Ba	2 3/8 x 1 3/8	.0015	.006	No	Spun	B
V-12 370E	1935	2 15/16	7/8	P	.0004	DB	9 1/4	Ba	2 1/2 x 1 1/8	.0015	.006	No	Spun	B
V-16 452E	1935	2 15/16	7/8	P	.0004	DB	9 1/4	Ba	2 1/2 x 1 1/8	.0015	.006	No	Spun	B
V- 8 60	1936	2 15/16	7/8	F	PF	DB	8 3/4	SB	2 15/32 x 2 1/32	.0015	.003	No	Sep	A
V- 8 70	1936	3 1/16	7/8	F	PF	DB	8 3/4	SB	2 15/32 x 2 1/32	.0015	.003	No	Sep	A
V- 8 75	1936	3 1/16	7/8	F	PF	DB	8 3/4	SB	2 15/32 x 2 1/32	.0015	.003	No	Sep	A
V-12 80-85	1936	2 13/16	7/8	P	PF	DB	9 1/4	Ba	2 1/2 x 1 1/8	.0015	.004	No	Spun	B
V-16	1936	2 13/16	7/8	P	PF	DB	9 1/4	Ba	2 1/2 x 2 1/4	.0015	.004	No	Spun	B
V-8, 60	1937	3 1/16	7/8	F	PF	DB	8 3/4	SB	2 15/32 x 2 1/32	.0015	.003	No	Sep	A
V-8 65, 70, 75	1937	3 1/16	7/8	F	PF	DB	8 3/4	SB	2 15/32 x 2 1/32	.0015	.003	No	Sep	A
V-12	1937	2 13/16	7/8	P	PF	DB	9 1/4	Ba	2 1/2 x 2 1/4	.0015	.004	No	Spun	B
V-16	1937	2 13/16	7/8	P	PF	DB	9 1/4	Ba	2 1/4 x 2 1/4	.0015	.004	No	Spun	B
V- 8 38-60 & Spec.	1938	3 1/16	7/8	F	PF	DB	8 3/4	SB	2.460 x 2 1/32	.0015	.003	No	Sep	A
V- 8 38-65, 38-75	1938	3 1/16	7/8	F	PF	DB	8 3/4	SB	2.460 x 2 1/32	.0015	.003	No	Sep	A
V- 8 38-90	1938	2 13/16	7/8	P	PF	DB	9 1/4	Ba	2 x 7/8	.0010	.004	No	Sep	A
V-8-61	1939	3 1/16	7/8	F	PF	DB	8 3/4	SB	2 29/64 x 2 1/32	.0015	.003	No	Sep	A
V-8 60S, V-8-75	1939	3 1/16	7/8	F	PF	DB	8 3/4	SB	2 29/64 x 2 1/32	.0015	.003	No	Sep	A
V-16-90	1939	2 13/16	7/8	P	PF	DB	9 1/4	Ba	2 x 1 3/4	.0015	.004	No	Sep	A
V-8 62	1940	3 1/16	7/8	F	PF	DB	8 3/4	SB	2.460 x 2 1/32	.0015	.003	No	Sep	A
V-8 60S, V-8 75	1940	3 1/16	7/8	F	PF	DB	8 3/4	SB	2.460 x 2 1/32	.0015	.003	No	Sep	A
All Series	1941	3 1/16	7/8	F	yy	DB	8 3/4	SB	2.460 x 2 1/32	.0015	.003	No	Sep	A
CHEVROLET														
Six Std.	1935	2 23/32	.990	R	SF	Re	7 1/2	Ba	2 1/8 x 1 3/32	.0005	.004	Sol	Spun	A
Six Master	1935	2 23/32	.990	R	SF	Re	7 1/2	Ba	2 1/8 x 1 3/32	.0005	.004	Sol	Spun	A
Six Std.	1936	2 23/32	.990	R	SF	Re	7 1/2	Ba	2 1/8 x 1 3/32	.0005	.004	Sol	Spun	A
Six Master	1936	2 23/32	.990	R	SF	Re	7 1/2	Ba	2 1/8 x 1 3/32	.0005	.004	Sol	Spun	A
Six	1937	3 3/32	.865	R	SF	DB	6 13/16	Ba	2 5/16 x 1 1/2	.0010	.007	Sol	Spun	A
Six	1938	3.135	.865	R	SF	DB	6 13/16	Ba	2.311 x 1 1/2	.0010	.0065	Sol	Spun	A
Six	1939	3 3/32	.865	R	SF	DB	6 13/16	Ba	2 5/16 x 1 1/2	.0010	.0065	Sol	Spun	A
Six	1940	3 3/32	.865	R	SF	DB	6 13/16	Ba	2 5/16 x 1 1/2	.0010	.0065	Sol	Spun	A
Six	1941	3 3/32	.865	R	SF	DB	6 13/16	Ba	2 5/16 x 1 1/2	.0010	.0065	Sol	Spun	A
CHRYSLER														
Six C6	1935	2 7/8	55/64	F	PF	—	8 3/4	SB	2 1/8 x 1 1/8	.0010	.003	No	Sep	A
Eight CZ	1935	2 3/4	55/64	F	PF	—	9 5/16	SB	2 5/16 x 1 1/8	.0010	.003	No	Sep	A
Eight C1 Airflow	1935	2 3/4	55/64	F	PF	—	9	SB	2 5/16 x 1 1/8	.0010	.003	No	Sep	A
Eight C2 Airflow	1935	2 3/4	55/64	F	PF	—	9	SB	2 5/16 x 1 1/8	.0010	.003	No	Sep	A
Six C7	1936	2 7/8	55/64	F	PF	—	8 3/4	CL	2 1/8 x 1 1/8	.0010	.006	No	Sep	A
Eight C8	1936	2 3/4	55/64	F	PF	—	9 5/16	CL	2 5/16 x 1 1/8	.0010	.006	No	Sep	A
Eight C9 Airflow	1936	2 3/4	55/64	F	PF	—	9	CL	2 5/16 x 1 1/8	.0010	.006	No	Sep	A
Eight Imp. C10 Airf.	1936	2 3/4	55/64	F	PF	—	9	CL	2 5/16 x 1 1/8	.0010	.006	No	Sep	A

For key to abbreviations see page 23

WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
CHRYSLER—Continued														
Royal 6, C-16	1937	2 7/8	55/64	F	PF	—	8	SB	2 1/16 x 1 1/4	.0005	.006	No	Sep	A
Eight C-14, C-15	1937	2 3/4	55/64	F	PF	—	9 3/16	SB	2 3/16 x 1 3/8	.0010	.006	No	Sep	A
Airflow 8, C-17	1937	2 3/4	55/64	F	PF	—	9	SB	2 3/16 x 1 3/8	.0010	.006	No	Sep	A
Royal 6 C-18	1938	2 7/8	55/64	F	PF	—	8	SB	2 1/16 x 1 7/32	.0005	.0055	No	Sep	A
De Luxe 8 C-19	1938	2 3/4	55/64	F	PF	—	9 3/16	SB	2 3/16 x 1 3/8	.0010	.006	No	Sep	A
Cus. Imp. 8 C-20	1938	2 3/4	55/64	F	PF	—	9 3/16	SB	2 3/16 x 1 3/8	.0010	.006	No	Sep	A
Royal 6 C-22	1939	2 7/8	55/64	F	FP	—	7 7/8	SB	2 1/16 x 1 7/32	.0005	.0055	No	Sep	A
De Luxe 8 C-23	1939	2 3/4	55/64	F	FP	—	9	SB	2 3/16 x 1 3/8	.0010	.006	No	Sep	A
Cus. Imp. 8 C-24	1939	2 3/4	55/64	F	FP	—	9	SB	2 3/16 x 1 3/8	.0010	.006	No	Sep	A
Royal 6 C-25	1940	2 7/8	55/64	F	FP	—	7 7/8	SB	2 1/16 x 1 7/32	.0015	.0055	No	Sep	A
DeLuxe 8 C-26	1940	2 3/4	55/64	F	FP	—	9	SB	2 3/16 x 1 3/8	.0020	.006	No	Sep	A
Cus. Imp. 8 C-27	1940	2 3/4	55/64	F	FP	—	9	SB	2 3/16 x 1 3/8	.0020	.006	No	Sep	A
Royal 6 C-28	1941	2 7/8	55/64	F	FP	—	7 7/8	SB	2 1/16 x 1 7/32	.0005	.0055	No	Sep	A
New Yorker C-30	1941	2 3/4	55/64	F	FP	—	9	SB	2 3/16 x 1 3/8	.0010	.006	No	Sep	A
Crown Imp. 8 C-33	1941	2 3/4	55/64	F	FP	—	9	SB	2 3/16 x 1 3/8	.0010	.006	No	Sep	A
DE SOTO														
Six SF	1935	2 7/8	55/64	F	PF	—	8 3/8	SB	2 1/16 x 1 3/8	.0010	.003	No	Sep	A
Six SG Airflow	1935	2 7/8	55/64	F	PF	—	8 3/4	SB	2 1/16 x 1 3/8	.0010	.003	No	Sep	A
Six Cust. S1	1936	2 7/8	55/64	F	PF	—	8 3/4	CL	2 1/16 x 1 3/8	.0010	.005	No	Sep	A
Six S2 Airflow	1936	2 7/8	55/64	F	PF	—	8 3/4	CL	2 1/16 x 1 3/8	.0010	.006	No	Sep	A
Six S-3	1937	2 7/8	55/64	F	PF	—	8	SB	2 1/16 x 1 1/4	.0005	.006	No	Sep	A
Six S-5	1938	2 7/8	55/64	F	PF	—	8	SB	2 1/16 x 1 7/32	.0005	.0055	No	Sep	A
Six S-6	1939	2 7/8	55/64	F	FP	—	8	SB	2 1/16 x 1 7/32	.0005	.0055	No	Sep	A
Six S-7	1940	2 7/8	55/64	F	FP	—	8	SB	2 1/16 x 1 7/32	.0015	.0055	No	Sep	A
Six S-8	1941	2 7/8	55/64	F	FP	—	8	SB	2 1/16 x 1 7/32	.0005	.0055	No	Sep	A
DODGE														
Six DU	1935	2 7/8	55/64	F	PF	—	7 15/16	SB	2 1/16 x 1	.0010	.003	No	Sep	A
Six Std. DV	1935	2 7/8	55/64	F	PF	—	7 15/16	SB	1 15/16 x 1	.0010	.003	No	Sep	A
Six Del. DV	1935	2 7/8	55/64	F	PF	—	7 15/16	SB	1 15/16 x 1	.0010	.003	No	Sep	A
Six D2	1936	2 3/4	55/64	F	PF	—	7 15/16	CL	2 1/16 x 1	.0010	.005	No	Sep	A
Six D3	1936	2 5/8	55/64	F	PF	—	7 15/16	CL	1 15/16 x 1	.0010	.005	No	Sep	A
Six D4	1936	2 5/8	55/64	F	PF	—	7 15/16	CL	1 15/16 x 1	.0010	.005	No	Sep	A
Six D-6, D-7	1937	2 5/8	55/64	F	PF	—	7 15/16	SB	1 15/16 x 1	.0005	.006	No	Sep	A
Big Six D-5	1937	2 3/4	55/64	F	PF	—	7 15/16	SB	2 1/16 x 1	.0005	.006	No	Sep	A
Stand. 6 D-9	1938	2 5/8 *	55/64	F	PF	—	7 15/16 †	SB	1 15/16 x 1 §	.0005	.0055	No	Sep	A
De Luxe 6 D10	1938	2 5/8 *	55/64	F	PF	—	7 15/16 †	SB	1 15/16 x 1 §	.0005	.0055	No	Sep	A
Big Six D-8	1938	2 3/4 *	55/64	F	PF	—	7 15/16 Ø	SB	1 15/16 x 1 §	.0005	.0055	No	Sep	A
De Luxe 6 D-12	1939	2 7/8	55/64	F	FP	—	8 5/32	SB	2 1/16 x 1 7/32	.0015	.0055	No	Sep	A
Stand. 6 D-13	1939	2 7/8	55/64	F	FP	—	8 5/32	SB	2 1/16 x 1 7/32	.0015	.0055	No	Sep	A
Big Six D-11	1939	2 7/8	55/64	F	FP	—	8 1/2	SB	2 1/16 x 1 7/32	.0015	.0055	No	Sep	A
Stand. 6 D-15	1940	2 7/8	55/64	F	FP	—	8 5/32	SB	2 1/16 x 1 7/32	.0015	.0055	No	Sep	A
DeLuxe 6 D-16	1940	2 7/8	55/64	F	FP	—	8 5/32	SB	2 1/16 x 1 7/32	.0015	.0055	No	Sep	A
Big Six D-14	1940	2 7/8	55/64	F	FP	—	8 5/32	SB	2 1/16 x 1 7/32	.0015	.0055	No	Sep	A
Kingsway 6 D-20	1941	2 7/8	55/64	F	FP	—	8 5/32	SB	2 1/16 x 1 7/32	.0005	.0055	No	Sep	A
DeLuxe 6 D-21	1941	2 7/8	55/64	F	FP	—	8 5/32	SB	2 1/16 x 1 7/32	.0005	.0055	No	Sep	A
Luxury Liner 6 D-19	1941	2 7/8	55/64	F	FP	—	8 5/32	SB	2 1/16 x 1 7/32	.0005	.0055	No	Sep	A
FORD														
V-8	1935	2 25/32	3/4	R	.0002	DB	7	CL	2 1/32 x 7/8	.0030	.010	No	Sep	A
V-8	1936	2 25/32	3/4	R	.0002	DB	7	CL	2 1/32 x 1 13/16	.0030	.010	No	Sep	A
V-8, 60	1937	2 13/64	11/16	F	.0002	DB	6 1/8	SA	1 31/64 x 45/64	.003	.004	No	F	A
V-8, 85	1937	2 13/16	3/4	F	.0002	DB	7	SA	2 1/32 x 7/8	.003	.004	No	F	A

For key to abbreviations see page 23

WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
FORD—Continued														
V-8, 60	1938	2.368	11/16	F	.0002	DB	6 1/8	SA	1 51/64 x 45/64	.003	.004	No	F	A
V-8, 85	1938	2.780	3/4	F	.0002	DB	7	SA	2 7/32 x 7/8	.003	.004	No	F	A
V-8, 85	1939	2.780	3/4	F	.0002	DB	7	SA	2.22x.871	.0015	.006	No	F	A
Mercury	1939	2.831	3/4	F	.0002	DB	7	SA	2.36x.871	.0015	.006	No	F	A
V-8 85	1940	Z	3/4	F	.0002	DB	7	SA	2.22x.871	.0015	.006	No	F	A
Mercury	1940	2.832	3/4	F	.0002	DB	7	SA	2.36x.871	.0015	.006	No	F	A
V-8 85	1941	2.78	3/4	F	.0002	DR	7	SA	a	.0015	.005	No	F	A
Mercury	1941	2.832	3/4	F	.0002	DR	7	SA	b	.0015	.004	No	F	A
GRAHAM														
Six	1935	2 5/16	13/16	R	SF	Re	7	SB	1 15/16 x 1 5/16	.0010	.005	No	Sep	A
Six Spec.	1935	2 13/16	13/16	R	SF	Re	9 1/4	Ba	2 1/4 x 1 1/4	.0020	.005	Lam	Spun	B
Eight	1935	2 5/8	13/16	R	.0001	Re	8 5/8	Ba	2 3/8 x 1 1/4	.0020	.005	Lam	Spun	B
Eight Super C	1935	2 13/16	13/16	R	.0001	Re	8 5/8	Ba	2 3/8 x 1 1/4	.0020	.005	Lam	Spun	B
6-80 Crusader	1936	2 5/8	13/16	R	.0005	Re	.	SB	1 15/16 x 1 5/16	.0010	.005	No	Sep	A
6-90 Cavalier	1936	2 13/16	13/16	R	.0005	Re	7	SB	2 15/16 x 1 5/16	.0010	.005	No	Sep	A
6-110 Super C	1936	2 13/16	13/16	R	.0005	Re	7	SB	1 15/16 x 1 5/16	.0010	.005	No	Sep	A
Crusader 85	1937	2 5/8	13/16	R	.0005	Re	7	SS	1 51/64 x 1 3/8	.0020	.005	No	Sep	A
Cavalier 95	1937	2 13/16	13/16	R	.0005	Re	7	SS	2 1/16 x 1 3/8	.0020	.005	No	Sep	A
Supercharger 116	1937	2 13/16	13/16	R	.0005	Re	7	SS	2 1/16 x 1 3/8	.0020	.005	No	Sep	A
Cus. Super C 120	1937	2 13/16	13/16	R	.0005	Re	7	SS	2 1/16 x 1 3/8	.0020	.005	No	Sep	A
Special	1938	2 13/16	13/16	R	.0005	DB	7	SS	2 1/16 x 1 5/16	.0020	.005	No	Sep	A
Supercharger	1938	2 13/16	13/16	R	.0005	DB	7	SS	2 1/16 x 1 5/16	.0020	.005	No	Sep	A
Six-96	1939	2 13/16	13/16	R	.0005	Re	7	SS	2 1/16 x 1 5/16	.0020	.005	No	Sep	A
Six-97	1939	2 13/16	13/16	R	.0005	Re	7	SS	2 1/16 x 1 5/16	.0020	.005	No	Sep	A
Six-107	1940	2 13/16	13/16	R	.0005	Re	7	SS	2 1/16 x 1 5/16	.0020	.005	No	Sep	A
Six-108	1940	2 13/16	13/16	R	.0005	Re	7	SS	2 1/16 x 1 5/16	.0020	.005	No	Sep	A
HUDSON														
Big Six	1935	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	A
Eight	1935	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	E
Six	1936	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	A
Eight	1936	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	E
Six	1937	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	A
Eight	1937	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	A
Six	1938	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	A
Eight	1938	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	A
112	1938	2 7/16	3/4	F	.0003	DB	8 5/8	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	A
Six-93	1939	2 7/16	3/4	F	.0003	DB	8 3/16	x	1 15/16 x 1 3/8	.0003	.007	None	Spun	A
Six-91	1939	2 7/16	3/4	F	.0003	DB	8 3/16	x	1 15/16 x 1 3/8	.0003	.007	None	Spun	A
Six-92	1939	2 7/16	3/4	F	.0003	DB	8 3/16	x	1 15/16 x 1 3/8	.0003	.007	None	Spun	A
Eight-95	1939	2 7/16	3/4	F	.0003	DB	8 3/16	x	1 15/16 x 1 3/8	.0003	.007	None	Spun	A
Eight-97	1939	2 7/16	3/4	F	.0003	DB	8 3/16	x	1 15/16 x 1 3/8	.0003	.007	None	Spun	A
Six-90	1939	2 7/16	3/4	F	.0003	DB	8 5/8	x	1 15/16 x 1 3/8	.0003	.007	None	Spun	A
Six-98	1939	2 7/16	3/4	F	.0003	DB	8 5/8	x	1 15/16 x 1 3/8	.0003	.007	None	Spun	A
Six-41	1940	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0003	.007	No	Spun	A
Six-43	1940	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0003	.007	No	Spun	A
Six-48	1940	2 7/16	3/4	F	.0003	DB	8.175	Ba	1 15/16 x 1 3/8	.0003	.007	No	Spun	A
Eight-44	1940	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0003	.007	No	Spun	A
Eight-47	1940	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0003	.007	No	Spun	A
Six-40	1940	2 7/16	3/4	F	.0003	DB	8 5/8	Ba	1 15/16 x 1 3/8	.0003	.007	No	Spun	A
Six 10	1941	2 7/16	3/4	F	.0003	DB	8.625	Ba	1 15/16 x 1 3/8	.0003	.007	No	Spun	A
Six 11, 12	1941	2 7/16	3/4	F	.0003	DB	8.187	Ba	1 15/16 x 1 3/8	.0003	.007	No	Spun	A
Six 18	1941	2 7/16	3/4	F	.0003	DB	8.187	Ba	1 15/16 x 1 3/8	.0003	.007	No	Spun	A
Eight	1941	2 7/16	3/4	F	.0003	DB	8.187	Ba	1 15/16 x 1 3/8	.0003	.007	No	Spun	A

For key to abbreviations see page 23

WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
HUPMOBILE														
Six 517	1935	2 15/16	7/8	F	.0005	DB	8 7/16	SB	2 1/8 x 1 1/4	.0005	.005	No	Sep	B
Six 518	1935	2 15/16	7/8	F	.0005	DB	8 1/4	SB	2 1/8 x 1 1/4	.0005	.005	No	Sep	A
Six 521-0	1935	2 15/16	7/8	F	.0005	DB	8 1/4	SB	2 1/8 x 1 1/4	.0005	.005	No	Sep	A
Eight 527	1935	2 23/32	7/8	F	.0005	DB	9 1/2	SB	2 3/8 x 1 1/4	.0015	.005	No	Sep	B
Six 618-G	1936	2 7/16	7/8	F	.0005	DB	8 1/4	SB	2 1/8 x 1 1/4	.0005	.005	No	Sep	A
Eight 621-H	1936	2 23/32	7/8	F	.0005	DB	9 1/2	SB	2 3/8 x 1 1/4	.0015	.005	No	Sep	B
6-622E	1938	2 15/16	7/8	F	.0005	DB	8 1/4	SB	2 1/8 x 1 1/4	.0015	.005	No	Sep	A
8-825H	1938	2 23/32	7/8	F	.0005	DB	9 1/2	SB	2 1/4 x 1 1/4	.0015	.005	No	Sep	B
6-922E	1939	2 15/16	7/8	F	y	DB	8 1/4	SB	2 1/8 x 1 1/4	.0015	.005	No	Sep	A
6-925H	1939	2 23/32	7/8	F	y	DB	9 1/2	SB	2 1/4 x 1 1/4	.0015	.005	No	Sep	A
LAFAYETTE														
Six 3510	1935	2 43/64	7/8	F	.0001	DB	8 3/4	SB	2 x 1 19/64	.0020	.008	Sol	Sep	A
Six 3610	1936	2 43/64	7/8	F	.0001	DB	8 3/4	SB	2 x 1 19/64	.0020	.008	Sol	Sep	A
LA SALLE														
Eight 35-50	1935	2 11/16	7/8	P	.0002	DB	9	SB	2 1/4 x 1 3/8	.0015	.006	No	Sep	B
Eight 36-50	1936	2 11/16	55/64	P	PF	DB	9	SB	2 1/4 x 1 9/64	.0015	.003	No	Sep	B
Eight	1937	2 15/16	7/8	F	PF	DB	8 3/4	SB	2 15/32 x 2 1/32	.0015	.003	No	Sep	A
38-50	1938	2 15/16	7/8	F	PF	DB	8 3/4	SB	2.460 x 2 1/32	.0015	.003	No	Sep	A
39-50	1939	2 15/16	7/8	F	PF	DB	8 3/4	SB	2 29/64 x 2 1/32	.0015	.003	No	Sep	A
40-50 and 40-52	1940	2 15/16	7/8	F	PF	DB	8 3/4	SB	2.460 x 2 1/32	.0015	.003	No	Sep	A
LINCOLN-ZEPHYR														
Continental	1941	2 39/64	3/4	F	.0005	DB	7 13/32	SA	2 1/8 x 7/8	AA	.002	No	Sep	A
McLAUGHLIN-BUICK														
Eight 44	1935	2 11/16	13/16	R	.0004	Re	7 1/4	Ba	2 x 1 1/4	.0015	.005	Sol	Spun	A
Eight 45	1935	2 17/32	3/4	R	.0004	Re	9	Ba	2 1/8 x 1 5/16	.0015	.005	Sol	Spun	B
Eight 46	1935	2 11/16	13/16	R	.0004	Re	9 3/4	Ba	2 5/16 x 1 5/16	0015	.005	Sol	Spun	B
Eight 49	1935	2 27/32	7/8	R	.0004	Re	11	Ba	2 3/8 x 1 7/16	.0015	.005	Sol	Spun	B
Eight 44	1936	2 11/16	13/16	R	.0003	DB	7 1/4	Ba	2 x 1 1/4	.0008	.005	Sol	Spun	A
Eight 45	1936	2 31/32	7/8	R	.0003	DB	8 1/4	Ba	2 1/4 x 1 5/16	.0008	.005	Sol	Spun	A
Eight 48	1936	2 31/32	7/8	R	.0003	DB	8 1/4	Ba	2 1/4 x 1 5/16	.0008	.005	Sol	Spun	A
Eight 49	1936	2 31/32	7/8	R	.0003	DB	8 1/4	Ba	2 1/4 x 1 5/16	.0008	.005	Sol	Spun	A
44 Special	1937	2 11/16	13/16	R	.0003	DB	7 5/8	Ba	2 x 1 7/32	.0008	.005	Sol	Spun	A
46 Century	1937	3 1/16	7/8	R	.0003	DB	8 1/4	Ba	2 1/4 x 1 5/16	.0008	.005	Sol	Spun	A
48 Roadmaster	1937	3 1/16	7/8	R	.0003	DB	8 1/4	Ba	2 1/4 x 1 5/16	.0008	.005	Sol	Spun	A
49 Limited	1937	3 1/16	7/8	R	.0003	DB	8 1/4	Ba	2 1/4 x 1 5/16	.0008	.005	Sol	Spun	A
44 Special	1938	2 11/16	.8124	R	.0003	DB	7 5/8	Ba	2 x 1.212	.0008	.005	Sol	Spun	A
46 Century	1938	3 1/16	.8744	R	.0003	DB	8 1/4	Ba	2 1/4 x 1 5/16	.0008	.005	Sol	Spun	A
48 Roadmaster	1938	3 1/16	.8744	R	.0003	DB	8 1/4	Ba	2 1/4 x 1.306	.0008	.005	Sol	Spun	A
49 Limited	1938	3 1/16	.8744	R	.0003	DB	8 1/4	Ba	2 1/4 x 1.306	.0008	.005	Sol	Spun	A
44 Special	1939	2 11/16	.8124	R	.0003	DB	7 5/8	Ba	2 x 1.212	.0008	.005	Sol	Spun	A
46 Century	1939	3 1/16	.8744	R	.0003	DB	8 1/4	Ba	2 1/4 x 1.306	.0008	.005	Sol	Spun	A
48 Roadmaster	1939	3 1/16	.8744	R	.0003	DB	8 1/4	Ba	2 1/4 x 1.306	.0008	.005	Sol	Spun	A
49 Limited	1939	3 1/16	.8744	R	.0003	DB	8 1/4	Ba	2 1/4 x 1.306	.0008	.005	Sol	Spun	A
44-00 & 45-00	1940	2 11/16	.8124	R	.0003	DB	7 5/8	Ba	2 x 1.212	.0008	.005	Sol	Spun	A
47 Roadmaster	1940	3 1/16	.8744	R	.0003	DB	8 1/4	Ba	2 1/4 x 1.306	.0008	.005	Sol	Spun	A
Spec. 44; Super 45	1941	2 11/16	.8124	R	.0003	DB	7 5/8	Ba	2 x 1.212	.0008	.005	Sol	Spun	A
Series 46, 47, 49	1941	3 1/16	.8744	R	.0003	DB	8 1/4	Ba	2 1/4 x 1.306	.0008	.005	Sol	Spun	A

For key to abbreviations see page 23

WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
NASH														
Six Adv. 3520	1935	—	7/8	F	.0001	DB	8 3/4	SB	2x1 19/64	.0020	.010	Sol	Sep	A
Eight Adv. 3580	1935	—	7/8	F	.0001	DB	8 3/4	SB	2x1 7/64	.0020	.008	Sol	Sep	B
Eight Amb. 3588	1935	—	7/8	F	.0001	DB	8 3/4	SB	2x1 7/64	.0020	.008	Sol	Sep	B
Six 400	1936	2 51/64	7/8	F	.0001	DB	8 3/4	SB	2x1 19/64	.0020	.008	Sol	Sep	A
Six Amb.	1936	2 51/64	7/8	F	.0001	DB	8 3/4	SB	2x1 19/64	.0020	.010	Sol	Sep	B
Eight Super Amb.	1936	2 5/16	7/8	F	.0001	DB	8 3/4	SB	2x1 7/64	.0020	.008	Sol	Sep	B

For key to abbreviations see page 23

★ *Turn to page 68 for more information*

WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
NASH—Continued														
Lafayette 400	1937	2 51/64	7/8	F	.0001	DB	8 3/4	SB	2x1 27/64	.0020	.008	Lam	Sep	A
Ambassador 6	1937	2 51/64	7/8	F	.0001	DB	8 3/4	SB	2x1 27/64	.0020	.008	Lam	Sep	A
Ambassador 8	1937	2 9/16	7/8	F	.0001	DB	8 3/4	SB	2x1 15/64	.0020	.008	Lam	Sep	B
Lafayette	1938	2 51/64	7/8	F	.0001	DB	8 3/4	SB	2x1 27/64	.0025	.012	No	Sep	A
Ambassador 6	1938	2 51/64	7/8	F	.0001	DB	8 3/4	SB	2x1 27/64	.0025	.012	No	Sep	A
Ambassador 8	1938	2 9/16	7/8	F	.0001	DB	8 3/4	SB	2x1 15/64	.0025	.012	No	Sep	B
Lafayette	1939	2 51/64	7/8	F	.0001	DB	8 3/4	SB	2x1 27/64	.0025	.012	No	Sep	A
Ambassador 6	1939	2 51/64	7/8	F	.0001	DB	8 3/4	SB	2x1 27/64	.0025	.012	No	Sep	A
Ambassador 8	1939	2 9/16	7/8	F	.0001	DB	8 3/4	SB	2x1 15/64	.0025	.012	No	Sep	B
Lafayette	1940	2.804	.8745	F	.0001	DB	8 3/4	SB	2x1 27/64	.0015	.008	No	Sep	A
Ambassador 6	1940	2.804	.8745	F	.0001	DB	8 3/4	SB	2x1 27/64	.0015	.008	No	Sep	A
Ambassador 8	1940	2.574	.8747	F	.0001	DB	8 3/4	SB	2x1 15/64	.0015	.008	No	Sep	A
Ambassador 600	1941	2 39/64	13/16	F	.0001	DB	6 3/4	SB	T	.0015	.004	No	Sep	A
Ambassador 6	1941	2 15/16	7/8	F	.0001	DB	8 3/4	SB	2x1 27/64	.0015	.008	No	Sep	A
Ambassador 8	1941	2 27/64	7/8	F	.0001	DB	8 3/4	SB	2x1 1/4	.0015	.008	No	Sep	A
OLDSMOBILE														
Six F-35	1935	3 1/32	55/64	P	.0003	DB	7 13/16	SB	2x1 3/8	.0010	.060	No	Sep	A
Eight L-35	1935	2 11/16	55/64	P	.0003	DB	9	SB	2 1/4x1 3/8	.0010	.006	No	Sep	B
Six F-36	1936	3 1/32	55/64	P	.0001	DB	7 13/16	SB	2x1 3/8	.0010	.006	No	Sep	A
Eight L-36	1936	2 11/16	55/64	P	.0001	DB	9	SB	2 1/4x1 3/8	.0010	.006	No	Sep	B
Six	1937	3 5/32	55/64	P	.0003	DB	7 13/16	SB	2 1/8x1 3/8	.0010	.006	No	Sep	A
Six	1938	3 5/32	55/64	P	.0003	DB	7 13/16	SB	2 1/8x1 3/8	.0010	.0055	No	Sep	A
Eight	1938	2 31/32	55/64	P	.0003	DB	7 13/16	SB	2 1/8x1 3/8	.0010	.0055	No	Sep	A
Six	1939	3 5/32	55/64	P	.0003	DB	7 13/16	SB	2 1/8x1 3/8	.0005	.0055	No	Sep	A
35-00 & 36-00	1940	3 5/32	55/64	P	.0003	DB	7 13/16	SB	2 1/8x1 3/8	.005	.0055	No	Sep	A
Six	1941	3 5/32	55/64	P	.0003	DB	7 13/16	SB	2 1/8x1 1/4	.0015	.0055	No	Sep	A
Eight	1941	2 31/32	55/64	P	.0003	DB	7 13/16	SB	2 1/8x1 3/8	.0015	.0055	No	Sep	A
PACKARD														
8 120	1935	2 51/64	7/8	F	.0003	Re	7 7/8	SB	2 5/32x1 3/8	.0008	.004	No	Sep	—
8 1200-1-2	1935	2 47/64	7/8	F	PF	Re	10 7/8	CL	2 5/16x1 3/32	.0015	.003	No	Sep	—
8 Super 1203-4-5	1935	3 1/64	7/8	F	PF	Re	10 7/8	CL	2 5/16x1 1/4	.0015	.003	No	Sep	A
12 1207-1208	1935	2 63/64	7/8	F	PF	Re	9	CL	2 1/2x1 3/8	.0015	.003	No	Sep	—
8 120-B	1936	2 51/64	7/8	F	.0003	Re	7 11/16	SB	2 5/32x1 3/8	.0008	.004	No	Sep	—
8 1400-1-2	1936	2 47/64	7/8	F	PF	Re	10 7/8	CL	2 5/16x1 3/32	.0015	.003	No	Sep	—
8 Super 1403-4-5	1936	3 1/64	7/8	F	PF	Re	10 7/8	CL	2 5/16x1 1/4	.0015	.003	No	Sep	—
12 1407-1408	1936	2 63/64	7/8	F	PF	Re	9	CL	2 1/2x1 3/8	.0015	.003	No	Sep	—
Six	1937	2 63/64	7/8	F	FP	Re	7 11/16	SB	2 5/32x1 1/4	.0015	.003	No	Sep	B
Eight 120-C	1937	2 51/64	7/8	F	FP	Re	7 11/16	SB	2 5/32x1 1/4	.0015	.004	No	Sep	B
Super 8	1937	2 47/64	7/8	F	FP	Re	10 7/8	CL	2 5/16x1 3/32	.0015	.003	No	Sep	B
Twelve	1937	2 63/64	7/8	F	FP	Re	9	CL	2 1/2x1 3/8	.0015	.008	No	Sep	B
Six	1938	3 1/64	7/8	F	FP*	Re	7 11/16	SB	2 5/32x1 1/4	.0005	.004	No	Sep	B
Eight	1938	2 51/64	7/8	F	FP*	Re	7 11/16	SB	2 5/32x1 1/4	.0005	.004	No	Sep	B
Super 8	1938	2 47/64	7/8	F	FP*	Re	10 7/8	CL	2 5/16x1 3/32	.0010	.003	No	Sep	B
Twelve	1938	2 63/64	7/8	F	FP*	Re	9	CL	2 1/2x1 3/8	.0010	.008	No	Sep	B
Six	1939	3 1/64	7/8	F	PF	Re	7 11/16	SB	2 5/32x1 1/4	.0005	.004	No	Sep	B
Eight	1939	2 51/64	7/8	F	PF	Re	7 11/16	SB	2 5/32x1 1/4	.0005	.004	No	Sep	B
Super 8	1939	2 47/64	7/8	F	PF	Re	10 7/8	CL	2 5/16x1 3/32	.0010	.003	No	Sep	B
Twelve	1939	2 63/64	7/8	F	PF	Re	9	CL	2 1/2x1 3/8	.0010	.008	No	Sep	B
Six	1940	3 1/64	7/8	F	PF	Re	7 11/16	SB	2 5/32x1 1/4	.0005	.004	No	Sep	B
Eight	1940	2 51/64	7/8	F	PF	Re	7 11/16	SB	2 5/32x1 1/4	.0005	.004	No	Sep	B

For key to abbreviations see page 23

WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
PACKARD—Continued														
Super 8	1940	2 47/64	7/8	F	PF	Re	9 1/4	SB	2 1/4 x 1 3/8	.0005	.004	No	Sep	B
110	1941	3 1/64	7/8	F	PF	Re	7 11/16	SB	2 3/32 x 1 1/4	.0005	.004	No	Sep	A
120	1941	2 51/64	7/8	F	PF	Re	7 11/16	SB	2 3/32 x 1 1/4	.0005	.004	No	Sep	A
Super 8	1941	3 1/64	7/8	F	PF	Re	9 1/4	SB	2 1/4 x 1 3/8	.0005	.004	No	Sep	—
PLYMOUTH														
Six PJ	1935	2 7/8	55/64	F	PF	—	7 15/16	SB	1 15/16 x 1	.0010	.003	No	Sep	A
Six Std. PJ	1935	2 7/8	55/64	F	PF	—	7 15/16	SB	1 15/16 x 1	.0010	.003	No	Sep	A
Six Del. PJ	1935	2 7/8	55/64	F	PF	—	7 15/16	SB	1 15/16 x 1	.0010	.003	No	Sep	A
Six Std. P1	1936	2 5/8	55/64	F	PF	—	7 15/16	CL	1 15/16 x 1	.0010	.006	No	Sep	A
Six Del. P2	1936	2 5/8	55/64	F	PF	—	7 15/16	CL	1 15/16 x 1	.0010	.006	No	Sep	A
Six P-3, P-4	1937	2 5/8	55/64	F	PF	—	7 15/16	SB	1 15/16 x 1	.0005	.006	No	Sep	A
Six P-5	1938	2 5/8 †	55/64	F	PF	DB	7 15/16 †	SB	1 15/16 x 1 §	.0005	.006	No	Sep	A
De Luxe 6 P-6	1938	2 5/8 †	55/64	F	PF	DB	7 15/16 †	SB	1 15/16 x 1 §	.0005	.006	No	Sep	A
Six P-7	1939	2 7/8	55/64	F	FP	—	8 1/4	SB	2 1/8 x 1 7/32	.0015	.0055	No	Sep	A
De Luxe 6 P-8	1939	2 7/8	55/64	F	FP	—	8 1/4	SB	2 1/8 x 1 7/32	.0015	.0055	No	Sep	A
Six P-9	1940	2 7/8	55/64	F	FP	—	8 5/32	SB	2 1/8 x 1 7/32	.0015	.0055	No	Sep	A
DeLuxe 6 P-10	1940	2 7/8	55/64	F	FP	—	8 5/32	SB	2 1/8 x 1 7/32	.0015	.0055	No	Sep	A
Roadking P-11	1941	2 7/8	55/64	F	FP	—	8 5/32	SB	2 1/8 x 1 7/32	.0005	.0055	No	Sep	A
De Luxe 6 P-12	1941	2 7/8	55/64	F	FP	—	8 5/32	SB	2 1/8 x 1 7/32	.0005	.0055	No	Sep	A
PONTIAC														
Six	1935	3 1/16	15/16	P	.0003	DB	7 11/16	SS	2 x 1 7/16	.0005	.005	No	Sep	A
Eight	1935	2 7/8	15/16	P	.0003	DB	7 11/16	SS	2 x 1 5/16	.0005	.005	No	Sep	A
Six Std.	1936	3 1/16	15/16	P	.0003	DB	7 11/16	SS	2 x 1 7/16	.0005	.005	No	Sep	A
Six Del.	1936	3 1/16	15/16	P	.0003	DB	7 11/16	SS	2 x 1 7/16	.0005	.005	No	Sep	A
Eight	1936	2 7/8	15/16	P	.0003	DB	7 11/16	SS	2 x 1 5/16	.0005	.005	No	Sep	A
Six 224	1937	3 3/32	.865	R	SF	DB	6 15/16	Ba	2 5/16 x 1 1/2	.0010	.007	Sol	Spun	A
Six 26-00	1938	3 3/32	.8645	R	SF	DB	6 15/16	Ba	2 5/16 x 1 1/2	.0010	.0065	Sol	Spun	A
Six 25-00	1938	3.135	.865	R	SF	DB	6 15/16	Ba	2.311 x 1 1/2	.0010	.0065	Sol	Spun	A
Chieftain	1939	3 3/32	.865	R	SF	DB	6 15/16	Ba	2 5/16 x 1 1/2	.0010	.0065	Sol	Spun	A
Arrow	1939	3 3/32	.865	R	SF	DB	6 15/16	Ba	2 5/16 x 1 1/2	.0010	.0065	Sol	Spun	A
Special 25-00	1940	3 1/16	15/16	P	PF	DB	6 13/16	SB	2 1/8 x 1 9/32	.0011	.0095	None	Sep	A
Arrow 22-00	1940	3 3/32	.865	R	SF	DB	6 13/16	BA	2 5/16 x 1 1/2	.0010	.0065	Sol	Spun	A
Fleet. & Torpedo 6	1941	3 1/16	15/16	P	.0004	DB	7 9/16	SB	2 1/8 x 1 9/32	.0011	.0095	No	Sep	A
REO														
Six Fly. Cld. 6A	1935	2 29/32	63/64	F	.0003	DB	10 1/2	SB	2 5/16 x 1 1/2	.0015	.008	Sol	Sep	E
Six Royale 7S	1935	2 29/32	63/64	F	.0003	DB	10 1/2	Ba	2 5/16 x 1 1/2	.0015	.003	No	Spun	E
Six Fly. Cld.	1936	2 29/32	63/64	F	.0002	DB	10 1/2	SB	2 5/16 x 1 1/2	.0010	.008	Sol	Sep	E
STUDEBAKER														
Dict. 6-1A	1935	2 7/8	7/8	R	.0001	Re	8 1/4	Ba	2 1/16 x 1 3/8	.0005	.005	No	Spun	A
Comm. 8-1B	1935	2 5/8	7/8	R	.0001	Re	8	CL	2 7/8 x 1 3/16	.0010	.005	Sol	Sep	A
Pres. 8-1C	1935	2 5/8	7/8	R	.0001	Re	8	CL	2 7/8 x 1 3/16	.0010	.005	Sol	Sep	A

For key to abbreviations see page 23

WRIST PINS — CONNECTING RODS AND BEARINGS

Make and Model	Year	Wrist Pins—Length	Wrist Pins—Diameter	Wrist Pins—Locking Method	Wrist Pins—Clearance	Wrist Pins—Hole Finish	Conn. Rods—Length, centre to centre	Bearing Material	Conn. Rod Bearings—Diameter and Length	Conn. Rod Bearings—Clearance	Conn. Rod Bearings—End Play	Shim Type	Bearing Type	Pistons and Rods removed from above or below
STUDEBAKER—Continued														
Dict. 6-3A	1936	2 7/8	7/8	R	.0001	Re	8 1/8	Ba	2 3/16 x 1 3/8	.0005	.005	No	Spun	A
Pres. 8-2C	1936	2 5/8	7/8	R	.0001	Re	8	CL	1 7/8 x 1 3/16	.0010	.005	No	Sep	A
Dictator 6	1937	2 7/8	7/8	R	.0001	Re	8 1/8	Ba	2 3/16 x 1 3/8	.0005	.005	No	Spun	A
President 8	1937	2 5/8	7/8	R	.0001	Re	8	GB	1 7/8 x 1 5/16	.0008	.005	No	Sep	A
Six (7A)	1938	2 7/8	7/8	R	.0001	Re	8 1/8	Ba	2 3/16 x 1 3/8	.0005	.005	No	Spun	A
Commander 6 (8A)	1938	2 7/8	7/8	R	.0001	Re	8 1/8	Ba	2 3/16 x 1 3/8	.0005	.005	No	Spun	A
President 8 (4C)	1938	2 5/8	7/8	R	.0001	Re	8	GB	1 7/8 x 1 3/16	.00075	.005	No	Sep	A
Champion "G"	1939	2 5/8	3/4	R	.0001	Re	6 7/16	Ba	1 13/16 x 1 1/8	.0005	.005	No	Spun	A
Commander 6 (9A)	1939	2 7/8	7/8	R	.0001	Re	8 1/8	Ba	2 3/16 x 1 3/8	.0005	.005	No	Spun	A
President 8 (5C)	1939	2 5/8	7/8	R	.0001	Re	8	GB	1 7/8 x 1 5/16	.00075	.005	No	Sep	A
Champion 2-G	1940	2 5/8	3/4	R	.0001	Re	6 7/16	Ba	1 13/16 x 1 1/8	.0005	.005	No	Spun	A
Commander 6 (10A)	1940	2 7/8	7/8	R	.0001	Re	8 1/8	Ba	2 3/16 x 1 3/8	.0005	.005	No	Spun	A
President 8 (6C)	1940	2 5/8	7/8	R	.0001	Re	8	GB	1 7/8 x 1 3/16	.00075	.005	No	Sep	A
Champion 6-3G	1941	2 5/8	3/4	R	.0001	Re	6 3/8	Ba	1 13/16 x 1 1/8	.0005	.005	No	Spun	A
Commander 6-11A	1941	2 7/8	7/8	R	.0001	Re	8 1/8	Ba	2 3/16 x 1 3/8	.0005	.005	No	Spun	A
President 8-7C	1941	2 5/8	7/8	R	.0001	Re	8	CV	1 7/8 x 1 3/16	.0008	.005	No	Sep	A
TERRAPLANE														
Six	1935	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	A
Six	1936	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	A
Six	1937	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	A
Special 80	1938	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	A
Super 82	1938	2 7/16	3/4	F	.0003	DB	8 3/16	Ba	1 15/16 x 1 3/8	.0010	.006	Lam	Spun	A
WILLYS														
Four 77	1934-5	2 23/32	7/8	F	.0004	DB	9 3/16	Ba	2 15/16 x 1 5/16	.0010	.004	No	Spun	A
Four 77	1936	2 23/32	7/8	F	.0002	DB	9 3/16	Ba	2 15/16 x 1 5/16	.0010	.005	No	Spun	A
37	1937	2 11/16	15/16	F	.0005	DB	9 3/16	Ba	1 15/16 x 1 5/16	.0010	.004	No	Spun	A
Four 38	1938	2.682	15/16	F	.0002	DB	9 3/16	Ba	1 15/16 x 1 5/16	.0010	.004	No	Spun	A
Four 48	1939	2.682	15/16	F	.0002	DB	9 3/16	Ba	1 15/16 x 1 5/16	.0010	.004	No	Spun	A
Overland 39	1939	2.781	13/16	R	.0001	DB	9 3/16	Ba	1 15/16 x 1 5/16	.0010	.005	No	Spun	A
Willys 440	1940	2 25/32	13/16	R	.0001	DB	9 3/16	Ba	1 15/16 x 1 5/16	.0008	.005	No	Spun	A
Willys Americar	1941	2 25/32	13/16	R	AB	DB	9 3/16	Ba	1 15/16 x 1 5/16	.0008	.005	No	Spun	A

ABBREVIATIONS

A—From above AA—.001-.0025 AB—.0001 to .0009 a—Outside diameter 2.218; Inside 1.997; Length 1.748

B—From below Ba—Babbitt Br—Broach Brs—Brass b—Outside diameter 2.358; Inside 2.139; Length 1.747

CL—Copper-lead CV—Clevite No. 1535 DB—Diamond Bore DR—Drill and ream

E—From either above or below F—Float FP—Finger push GB—Cleveland graphite bronze

Lam—Laminated PF—Press fit P—Locked in piston R—Locked in rod Re—Reamed

SA—Special bearing alloy SB—Steel-backed babbitt Sep—Separate SF—Slip fit

Sol—Solid SS—Steel-backed cadmium silver x—Steel T—1.875 x 1 1/4 y—Push fit @ 212°F

yy—.00005 to .0001 @ 70°F †—2 7/8 after bore and stroke change ‡—8 1/4 after bore and stroke change

Ø—8 3/32 after bore and stroke change §—2 1/8 x 1 7/32 after bore and stroke change *—at 160°

Tough ... BUT OH SO GENTLE

TOUGH ON OIL-PUMPING

GENTLE ON CYLINDER WALLS

● *Car Dealer*—"In four years we have installed over 280 sets of Hastings Steel-Vents and haven't had a single disappointment or complaint."

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CANADA PATENT NOS. 372,459 AND 372,460

PISTON EXPANDERS • VALV-RINGS

Stop Oil-Pumping • Check Cylinder Wear

★ *Turn to page 68 for more information*

PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
AUBURN																
6-53	1935	AA	IS	16	3 3/4	.009	.0020	.155	.175	3 1/16	2	e	.008	2	1/8	.008
8-51	1935	AA	IS	16	3 1/4	.009	.0020	.155	.175	3 1/16	2	e	.008	2	1/8	.008
8-51 SC	1935	AA	IS	16	3 3/4	.009	.0020	.155	.175	3 1/16	2	e	.008	2	1/8	.008
6-54	1936	AA	IS	16	3 3/4	.010	.0015	.159	.179	3 1/16	2	e	.013	2	1/8	.013
8-52	1936	AA	IS	16	3 3/4	.010	.0015	.159	.179	3 1/16	2	e	.013	2	1/8	.013
8-52 SC	1936	AA	IS	14.4	3 3/4	.011	.0132	.159	.179	3 1/16	1	3/16	.015	2	1/8	.013
CADILLAC																
V- 8 355E	1935	AA	TS	15	3 31/32	.019	.0023	.154	.158	3 3/8	1	3/16	.007	3	3/32	.007
V-12 370E	1935	AA	TS	11 3/4	3 5/16	.019	.0020	.144	.150	3 1/8	1	5/32	.007	3	3/32	.007
V-16 452E	1935	AA	TS	12	3 5/16	.018	.0018	.139	.142	3	1	5/32	.007	3	3/32	.007
V- 8 60	1936	AA	TA	16 7/8	4 1/8	.019	.0023	.154	.152	3 3/8	2	5/32	.007	2	1/8	.007
V- 8 70	1936	AA	TA	18 1/4	4 1/8	.021	.0025	.153	.151	3 1/2	2	5/32	.007	2	1/8	.007
V- 8 75	1936	AA	TA	18 1/4	4 1/8	.021	.0025	.153	.151	3 1/2	2	5/32	.007	2	1/8	.007
V-12 80-85	1936	AA	TA	11 3/4	3 5/16	.019	.0019	.144	.150	3 1/8	1	5/32	.007	3	3/32	.007
V-16	1936	AA	TA	12	3 5/16	.018	.0018	.139	.142	3	1	5/32	.007	3	3/32	.007
V-8 60	1937	AA	TA	18 1/4	4 1/8	.025	.0021	.153	.151	3 1/2	2	5/32	.007	2	1/8	.007
V-8 65, 70, 75	1937	AA	TA	18 1/4	4 1/8	.025	.0021	.153	.151	3 1/2	2	5/32	.007	2	1/8	.007
V-12	1937	AA	TA	11 3/4	3 5/16	.019	.0020	.137	.142	3 1/8	1	5/32	.007	3	3/32	.007
V-16	1937	AA	TA	11	3 5/16	.018	.0018	.132	.134	3	1	5/32	.007	3	3/32	.007
V-8 38-60 & Spec.	1938	AA	TA	18 1/4	4 1/8	.025	.0021	.153	.151	3 1/2	2	5/32	.007	2	1/8	.007
V-8 38-65, 38-75	1938	AA	TA	18 1/4	4 1/8	.025	.0021	.153	.151	3 1/2	2	5/32	.007	2	1/8	.007
V-16 38-90	1938	AA	TA	11	3 5/16	.018	.0018	.132	.134	3 1/4	1	3/16	.007	2	3/32	.007
V-8 61	1939	AA	TA	18 1/4	4 1/8	.025	.0021	.153	.151	3 1/2	2	5/32	.007	2	k	.007
V-8 60S, V-8 75	1939	AA	TA	18 1/4	4 1/8	.025	.0021	.153	.151	3 1/2	2	5/32	.007	2	k	.007
V-16 90	1939	AA	TA	11	3 5/16	.018	.0017	.132	.134	3 1/4	1	3/16	.007	2	k	.007
V-8 62	1940	AA	TA	18 1/4	4 1/8	.025	.0021	.153	.151	3 1/2	2	5/32	.007	2	k	.007
V-8 60S V-8 75	1940	AA	TA	18 1/4	4 1/8	.025	.0021	.153	.151	3 1/2	2	5/32	.007	2	k	.007
All Series	1941	AA	TLA	18.3	4 1/8	.0196	.0017	.160	o	3 1/2	2	5/32	.007	2	k	.007
CHEVROLET																
Six	1935	CI	TP	28.8	3 11/16	.014	.0020	.173	.156	3 5/16	1	3/16	.004	2	1/8	.004
Six	1936	CI	TP	28.8	3 11/16	.015	.0014	.169	.158	3 5/16	1	3/16	.005	2	1/8	.005
Six	1937	CI	DS	22 3/4	4 1/64	.015	.0015	.173	.150	3 1/2	1	3/16	.005	2	1/8	.005
Six	1938	CI	DS	22.7	4 11/64	.0145	.0015	.173	.150	3 1/2	1	3/16	.005	2	.1235	.005
Six	1939	CI	DS	22.7	4 11/64	.015	.0015	.172	.151	3 1/2	1	.186	.005	2	.123	.005
Six	1940	CI	DS	22.7	4 11/64	.0145	.0015	.172	.151	3 1/2	1	.186	.005	2	.123	.005
Six	1941	CI	DS	22.7	4 11/64	.0145	.0015	.172	.151	3 1/2	1	.186	.005	2	.124	.005
CHRYSLER																
Six C6	1935	AA	TS	10.7	3 7/8	.022	.0015	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Eight CZ	1935	AA	TS	10.2	3 7/8	.022	.0015	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Eight C1 Airflow	1935	AA	TS	10.2	3 7/8	.022	.0015	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Eight C2 Airflow	1935	AA	TS	10.2	3 7/8	.022	.0015	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Six C7	1936	AA	SA	—	3 7/8	.022	.0020	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Eight C8	1936	AA	SA	—	3 7/8	.022	.0020	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Eight C9 Airflow	1936	AA	SA	—	3 7/8	.022	.0020	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
8 Imp. C10 Airf.	1936	AA	SA	—	3 7/8	.022	.0020	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Royal 6, C-16	1937	AA	UA	—	3 7/8	.022	.0020	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Eight C-14, C-15	1937	AA	UA	—	3 7/8	.022	.0020	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Airflow 8, C-17	1937	AA	TC	—	3 7/8	.022	.0020	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007

For key to abbreviations see page 36

PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
CHRYSLER—Continued																
Royal 6 C-18	1938	AA	UA	—	3 7/8	.022	.0020	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
De Luxe 8 C-19	1938	AA	UA	—	3 7/8	.022	.0020	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Cus. Imp. 8 C-20	1938	AA	UA	—	3 7/8	.022	.0020	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Royal 6 C-22	1939	AA	UA	—	3 7/8	.022	.0050	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
De Luxe 8 C-23	1939	AA	UA	—	3 7/8	.021	.0050	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Cus. Imp. 8 C-24	1939	AA	UA	—	3 7/8	.021	.0050	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Royal 6 C-25	1940	AA	UT	17.5	3 7/8	.022	.0005	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
DeLuxe 8 C-26	1940	AA	UT	16.3	3 7/8	.022	.0005	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Cus. Imp. C-27	1940	AA	UT	16.3	3 7/8	.022	.0005	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Royal 6 C-28	1941	AA	UT	14.4	3 7/8	.028	.0001	.175	op	3 3/8	2	5/32	.007	2	oo	.007
New Yorker 8 C-30	1941	AA	UT	16.3	3 7/8	.022	.0001	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Crown Imp. C-33	1941	AA	UT	16.3	3 7/8	.022	.0001	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007

For key to abbreviations see page 36

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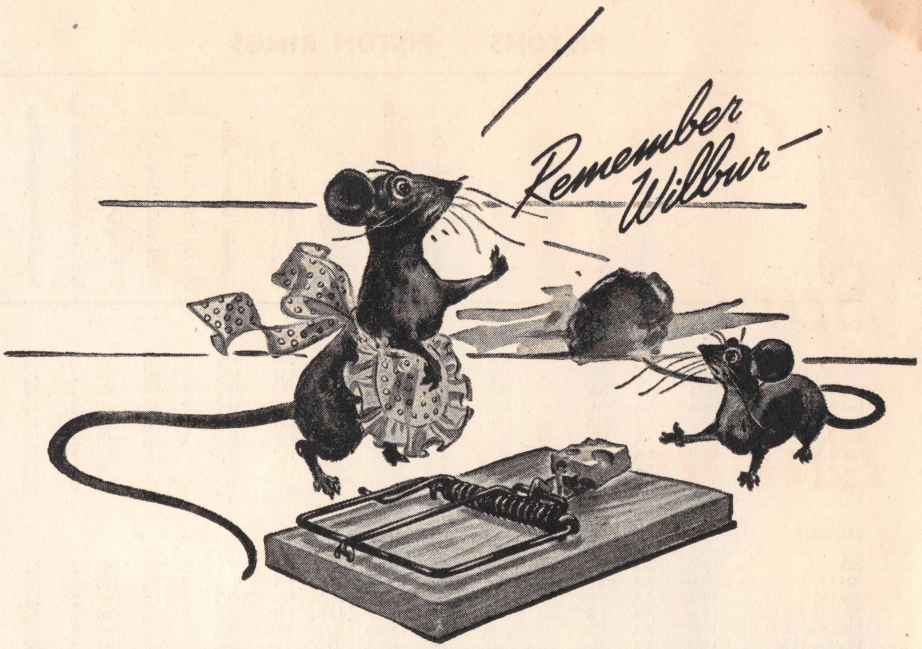
PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
DE SOTO																
Six SF	1935	AA	TS	—	3 7/8	.022	.0015	.177	.156	3 3/8	2	5/32	.007	2	1/8	.007
Six SG Airflow	1935	AA	TS	—	3 7/8	.022	.0015	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Six Cust. S1	1936	AA	SA	—	3 7/8	.022	.0020	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Six S2 Airflow	1936	AA	SA	—	3 7/8	.022	.0020	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Six S-3	1937	AA	UA	—	3 7/8	.022	.0020	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Six S-5	1938	AA	UA	—	3 7/8	.022	.0005	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Six S-6	1939	AA	UA	—	3 7/8	.022	.0005	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Six S-7	1940	AA	UT	17.5	3 7/8	.022	.0005	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Six S-8	1941	AA	UT	14.4	3 7/8	.028	.0005	.175	op	3 3/8	2	5/32	.007	2	00	.007
DODGE																
Six DU	1935	AA	IS	—	3 11/16	.022	.0015	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Six DV	1935	AA	TS	—	3 11/16	.022	.0015	.177	.151	3 1/8	2	5/32	.007	2	1/8	.007
Six D2	1936	AA	IS	—	3 11/16	.022	.0015	.177	.157	3 1/4	2	5/32	.007	2	1/8	.007
Six D3, D4	1936	AA	TS	—	3 11/16	.022	.0015	.177	.151	3 1/8	2	5/32	.007	2	1/8	.007
Six D-6, D-7	1937	AA	UA	—	3 11/16	.022	.0005	.171	.151	3 1/4	2	5/32	.007	2	1/8	.007
Big Six D-5	1937	AA	SL	—	3 11/16	.022	.0015	.177	.157	3 1/8	2	5/32	.007	2	1/8	.007
Stand. 6 D-9	1938	AA	UA	—	3 11/16**	.022	.0005	.171	.151	bb	2	5/32	.007	2	1/8	.007
De Luxe 6 D-10	1938	AA	UA	—	3 11/16**	.022	.0005	.171	.151	cc	2	5/32	.007	2	1/8	.007
Big Six D-8	1938	AA	SL	—	3 11/16**	.022	.0005	.177	.157	aa	2	5/32	.007	2	1/8	.007
De Luxe 6 D-12	1939	AA	UA	—	3 11/16	.022	.0005	.171	.151	3 3/8	2	5/32	.007	2	1/8	.007
Stand. 6 D-13	1939	AA	UA	—	3 11/16	.022	.0005	.171	.151	3 3/8	2	5/32	.007	2	1/8	.007
Big Six D-11	1939	AA	UA	—	3 7/8	.022	.0005	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Stand. 6 D-15	1940	AA	UT	—	3 7/8	.022	.0005	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
DeLuxe 6 D-16	1940	AA	UT	—	3 7/8	.022	.0005	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Big Six D-14	1940	AA	UT	—	3 7/8	.022	.0005	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Kingsway 6 D-20	1941	AA	UT	14.4	3 7/8	.028	.0005	.175	op	3 3/8	2	5/32	.007	2	oo	.007
De Luxe 6 D-21	1941	AA	UT	14.4	3 7/8	.028	.0005	.175	op	3 3/8	2	5/32	.007	2	oo	.007
Luxury Liner D-19	1941	AA	UT	14.4	3 7/8	.028	.0005	.175	op	3 3/8	2	5/32	.007	2	oo	.007
FORD																
V-8	1935	AA	CG	10 1/8	2 31/32	.016	.0010	.163	.156	3 1/16	1	5/32	.008	2	3/32	.011
V-8	1936	AA	CG	13 3/4	2 1/32	.016	.0010	.163	.155	3 1/16	1	5/32	.008	2	3/32	.011
V-8, 60	1937	LA	FS	8.11	2 5/8	.001	.0010	.115	.115	2.6	1	5/32	.008	2	3/32	.008
V-8, 85	1937	LA	FS	10.62	3 1/32	.002	.0010	.164	.156	3 1/16	1	5/32	.008	2	3/32	.011
V-8 60	1938	LA	FS	8.11	2 5/8	.001	.0010	.115	.115	2.6	1	5/32	.008	2	3/32	.008
V-8 85	1938	LA	TS	10.80	3 1/32	.002	.0012	.153	.145	3 1/16	1	5/32	.008	2	3/32	.008
V-8 85	1939	LA	FS	10.80	3.22	.001	Zero	.148	.140	3 1/16	1	.154	.008	2	.091	.008
Mercury	1939	LA	FS	11.63	3.03	.001	Zero	.163	.162	3 5/16	1	.154	.008	2	.091	.008
V-8 85	1940	LA	FS	10.80	3.22	.001	Zero	.148	.140	3 1/16	1	.154	.008	2	.091	.008
Mercury	1940	LA	FS	11.63	3.03	.001	Zero	.163	.162	3 5/16	1	.154	.009	2	.091	.009
V-8 85	1941	LA	FS	10.7	3.03	.001	.0003	.148	.141	3 1/16	1	.154	yy	2	.091	yy
Mercury	1941	LA	FS	11.9	3.03	.001	.0003	.167	.161	3 5/16	1	.154	xx	2	.091	xx
GRAHAM																
Six	1935	AA	IS	14	3 41/64	.025	.0020	.128	.130	3	1	3/16	.005	2	1/8	.005
Six Spec.	1935	AA	IS	17	3 23/32	.020	.0020	.157	.150	3 1/4	1	3/16	.007	2	1/8	.010
Eight	1935	AA	IS	16	3 19/32	.025	.0020	.149	.138	3 1/8	1	3/16	.007	2	1/8	.010
Eight Super C	1935	AA	IS	17	3 23/32	.025	.0020	.157	.151	3 1/8	1	3/16	.007	2	1/8	.010
6-80 Crusader	1936	AA	IS	14	3 11/16	.026	.0020	.138	.149	3	1	5/16	.008	2	1/8	.008

(Continued on page 31)

For key to abbreviations see page 36



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No longer do motorists need more than one spring per piston to stop oil pumping . . . if it's Perfect Circle Triple Action Piston Rings! No longer do motorists need to accept the piston drag and lazy performance

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"Wake Up Half-

THE PERFECT CIRCLE COM

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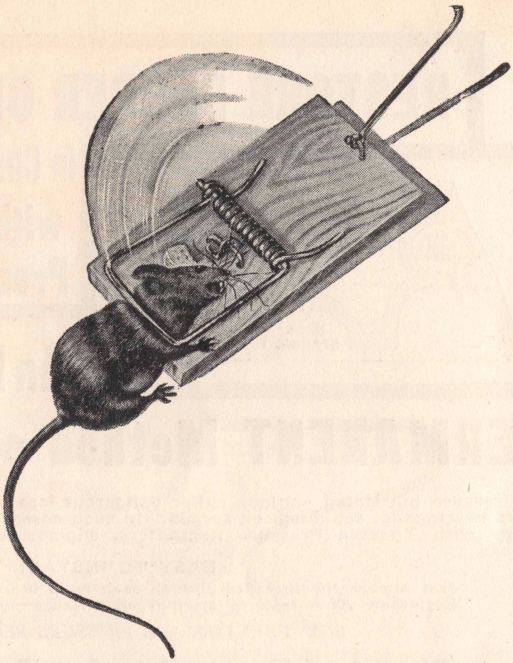

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Dead Engines"

PANY, LIMITED, TORONTO

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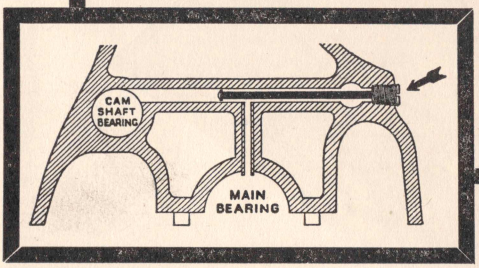

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PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
GRAHAM—Continued																
6-90 Cavalier	1936	AA	IS	—	3 11/16	.021	.0020	.157	.151	3 1/4	1	5/16	.008	2	1/8	.008
6-110 Super C	1936	AA	IS	—	3 11/16	.021	.0020	.157	.151	3 1/4	1	5/16	.008	2	1/8	.008
Crusader 85	1937	AA	PS	15 3/8	3 11/16	.012	.0020	.163	.138	3	2	x	.010	1	3/32	.010
Cavalier 95	1937	AA	PC	14 1/8	3 5/8	.012	.0025	.177	.157	3 1/4	2	x	.010	2	3/32	.010
Supercharger 116	1937	AA	PC	14 1/8	3 5/8	.012	.0025	.177	.157	3 1/4	2	x	.010	2	3/32	.010
Cus. Super C 120	1937	AA	PC	14 1/8	3 5/8	.012	.0025	.177	.157	3 1/4	2	x	.010	2	3/32	.010
Special	1938	AA	PC	14 1/8	3 5/8	.012	.0025	.1875	.1675	3 1/4	2	5/32	.010	2	3/32	.010
Supercharger	1938	AA	PC	14 1/8	3 5/8	.012	.0025	.1875	.1675	3 1/4	2	5/32	.010	2	3/32	.010
Six-96	1939	AA	PC	14 1/8	3 5/8	.012	.0025	.1875	.1675	3 1/4	2	5/32	.007	2	3/32	.007
Six-97	1939	AA	PC	14 1/8	3 5/8	.012	.0025	.1875	.1675	3 1/4	2	5/32	.007	2	3/32	.007
Six-107	1940	AA	PC	14 1/8	3 5/8	.012	.0025	.1875	.1675	3 1/4	2	5/32	.007	2	3/32	.007
Six-108	1940	AA	PC	14 1/8	3 5/8	.012	.0025	.1875	.1675	3 1/4	2	5/32	.007	2	3/32	.007
HUDSON																
Big Six	1935	AA	TS	10 7/8	3 3/16	.016	.0010	.187	.093	3	2	5/16	.006	2	3/32	.009
Eight	1935	AA	TS	10 7/8	3 3/16	.016	.0010	.187	.093	3	2	5/16	.006	2	3/32	.006
Six	1936	AA	CG	10 1/2	3 3/16	.016	.0010	.156	.156	3	2	5/16	.009	2	3/32	.006
Eight	1936	AA	CG	10 1/2	3 3/16	.016	.0010	.156	.156	3	2	5/16	.009	2	3/32	.009
Six	1937	AA	CT	10 1/2	3 3/16	.016	.0015	5/32	5/32	3	2	5/16	.009	2	3/32	.009
Eight	1937	AA	CT	10 1/2	3 3/16	.016	.0015	5/32	5/32	3	2	5/16	.009	2	3/32	.009
Six	1938	AA	CT	10 1/2	3 3/16	.016	.0020	5/32	5/32	3	2	5/16	.009	2	3/32	.009
Eight	1938	AA	CT	10 1/2	3 3/16	.016	.0020	5/32	5/32	3	2	5/16	.009	2	3/32	.009
112	1938	AA	CT	10 1/2	3 3/16	.016	.0015	5/32	5/32	3	2	5/16	.009	2	3/32	.009
Six-93	1939	AA	CT	10 1/2	3 3/16	.016	.0005	5/32	5/32	3	2	5/16	.009	2	3/32	.009
Six-91	1939	AA	CT	10 1/2	3 3/16	.016	.0005	5/32	5/32	3	2	5/16	.009	2	3/32	.009
Six-92	1939	AA	CT	10 1/2	3 3/16	.016	.0005	5/32	5/32	3	2	5/16	.009	2	3/32	.009
Eight-95	1939	AA	CT	10 1/2	3 3/16	.016	.0005	5/32	5/32	3	2	5/16	.009	2	3/32	.009
Eight-97	1939	AA	CT	10 1/2	3 3/16	.016	.0005	5/32	5/32	3	2	5/16	.009	2	3/32	.009
Six-90	1939	AA	CT	10 1/2	3 3/16	.016	.0005	5/32	5/32	3	2	5/16	.009	2	3/32	.009
Six-98	1939	AA	CT	10 1/2	3 3/16	.016	.0005	5/32	5/32	3	2	5/16	.009	2	3/32	.009
Six-41	1940	AA	CT	10 1/2	3 3/16	.016	.0005	.1485	.1485	3	2	x	.009	2	3/32	.009
Six-43	1940	AA	CT	10 1/2	3 3/16	.016	.0005	.1485	.1485	3	2	x	.009	2	3/32	.009
Six-48	1940	AA	CT	10 1/2	3 3/16	.016	.0005	.1485	.1485	3	2	x	.009	2	3/32	.009
Eight-44	1940	AA	CT	10 1/2	3 3/16	.016	.0005	.1485	.1485	3	2	x	.009	2	3/32	.009
Eight-47	1940	AA	CT	10 1/2	3 3/16	.016	.0005	.1485	.1485	3	2	x	.009	2	3/32	.009
Six-40	1940	AA	CT	10 1/2	3 3/16	.016	.0005	.1485	.1485	3	2	x	.009	2	3/32	.009
Six	1941	AA	CL	10 1/2	3 3/16	.016	.0005	.1485	.1485	3	2	f	.009	2	3/32	.009
Eight	1941	AA	CL	10 1/2	3 3/16	.016	.0005	.1485	.1485	3	2	f	.009	2	3/32	.009
HUPMOBILE																
Six 517	1935	AA	IS	21 3/4	4 3/32	.020	.0025	.151	.151	3 1/2	2	5/32	.007	2	1/8	.007
Six 518	1935	AA	IS	21 3/4	4 3/32	.020	.0025	.151	.151	3 1/2	2	5/32	.007	2	1/8	.007
Eight 521-0	1935	AA	IS	18 3/8	3 7/8	.020	.0025	.147	.147	3 5/16	2	5/32	.007	2	1/8	.007
Eight 527	1935	AA	IS	18 3/8	3 7/8	.020	.0025	.147	.147	3 5/16	2	5/32	.007	2	1/8	.007
Six 618-G	1936	AA	IS	21 3/4	4 3/32	.020	.0025	.151	.151	3 1/2	2	5/32	.007	2	1/8	.007
Eight 621-N	1936	AA	IS	18 3/8	3 7/8	.020	.0025	.143	.143	3 5/16	2	5/32	.007	2	1/8	.007
6-622E	1938	AA	IS	21.7	4 3/32	—	.0020	.151	.151	3 1/2	2	5/32	.007	2	1/8	.007
8-825H	1938	AA	IS	18.4	3 7/8	—	.0020	.142	.142	3 5/16	2	5/32	.007	2	1/8	.007
6-922E	1939	AA	IS	21.7	4 3/32	—	.0021	.151	.151	3 1/2	2	5/32	.007	2	1/8	.007
8-925H	1939	AA	IS	18.4	3 7/8	—	.0021	.142	.142	3 5/16	2	5/32	.007	2	1/8	.007
LAFAYETTE																
Six 3510	1935	AA	IS	17 3/4	3 7/8	.019	.0010	.167	.187	3 1/4	2	e	.007	2	1/8	.007
Six 3610	1936	AA	IS	17 3/4	3 7/8	.019	.0010	.157	.141	3 1/4	2	e	.007	2	1/8	.007

For key to abbreviations see page 36

PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
LA SALLE																
Eight 35-50	1935	AA	TS	11 7/8	3 11/16	.016	.0018	.142	.139	3	2	j	.007	2	1/8	.007
Eight 36-50	1936	AA	TA	12 1/4	3 11/16	.015	.0011	.130	.135	3	2	j	.007	2	1/8	.007
Eight 50	1937	AA	TA	16 7/8	4 1/8	.023	.0019	.154	152	3 3/8	2	5/32	.007	2	1/8	.007
38-50	1938	AA	TA	16 7/8	4 1/8	.023	.0019	.154	.152	3 3/8	2	5/32	.007	2	1/8	.007
39-50	1939	AA	TA	16 7/8	4 1/8	.023	.0019	.154	.152	3 3/8	2	5/32	.007	2	k	.007
40-50 and 40-52	1940	AA	TA	16 7/8	4 1/8	.023	.0019	.154	.152	3 3/8	2	5/32	.007	2	k	.007
LINCOLN-ZEPHYR																
Continental	1941	CSA	SKS	12.67	3.29	.003	.0020	zz	.159	2 7/8	1	3/16	yy	2	3/32	yy
McLAUGHLIN-BUICK																
Eight 44	1935	CI	EP	26	3 13/16	.008	.0020	.174	.152	3 3/32	2	5/32	.010	2	1/8	.010
Eight 45	1935	CI	EP	25	3 1/2	.008	.0017	162	.147	3 31/32	2	5/32	.010	2	1/8	.010
Eight 46	1935	CI	EP	26 3/4	3 13/16	.008	.0020	.167	.152	3 3/32	2	5/32	.010	2	1/8	.010
Eight 49	1935	CI	EP	30 3/4	3 29/32	.009	.0020	.177	.157	3 5/16	2	5/32	.010	2	1/8	.010

For key to abbreviations see page 36

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PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
McLAUGHLIN-BUICK—Continued																
Eight 44	1936	AA	CA	13 3/4	3 13/16	.017	.0015	.164	.152	3 3/32	2	5/32	.010	2	1/8	.010
Eight 46	1936	AA	CA	18 1/4	4 5/32	.020	.0017	.173	.166	3 7/16	2	5/32	.010	2	1/8	.010
Eight 48	1936	AA	CA	18 1/4	4 5/32	.020	.0017	.173	.166	3 7/16	2	5/32	.010	2	1/8	.010
Eight 49	1936	AA	CA	18 1/4	4 5/32	.020	.0017	.173	.166	3 7/16	2	5/32	.010	2	1/8	.010
44 Special	1937	AA	CA	13 3/4	3.81	.019	.0018	.167	.150	3 3/32	2	3/16	.010	2	3/32	.010
46 Century	1937	AA	CA	18 1/4	4.16	.022	.0020	.178	.165	3 7/16	2	3/16	.010	2	3/32	.010
48 Roadmaster	1937	AA	CA	18 1/4	4.16	.022	.0020	.178	.165	3 7/16	2	3/16	.010	2	3/32	.010
49 Limited	1937	AA	CA	18 1/4	4.16	.022	.0020	.178	.165	3 7/16	2	3/16	.010	2	3/32	.010
44 Special	1938	AA	CA	14.5	4 5/32	.018	.0015	.1675	.1505	3 3/32	2	3/16	.010	2	k	.010
46 Century	1938	AA	CA	17.7	4 7/16	.021	.0017	.178	.165	3 7/16	2	3/16	.010	2	k	.010
48 Roadmaster	1938	AA	CA	17.7	4 7/16	.021	.0017	.178	.165	3 7/16	2	3/16	.010	2	k	.010
49 Limited	1938	AA	CA	17.7	4 7/16	.021	.0017	.178	.165	3 7/16	2	3/16	.010	2	k	.010
44 Special	1939	AA	CA	14 1/4	4 5/32	.018	.0015	.164	.148	3 3/32	2	3/16	.010	2	k	.010
46 Century	1939	AA	CA	17.3	4 7/16	.026	.0020	.175	.162	3 7/16	2	3/16	.010	2	k	.010
48 Roadmaster	1939	AA	CA	17.3	4 7/16	.026	.0020	.175	.162	3 7/16	2	3/16	.010	2	k	.010
49 Limited	1939	AA	CA	17.3	4 7/16	.026	.0020	.175	.162	3 7/16	2	3/16	.010	2	k	.010
44-00 & 45-00	1940	AA	CA	14.25	4 5/32	.018	.0015	.166	.166	3 3/32	2	3/16	.010	2	3/32	y
47 Roadmaster	1940	AA	CA	17.3	4 7/16	.026	.0020	.179	.179	3 7/16	2	3/16	.010	2	3/32	y
Spec. 44, Super 45	1941	AA	CA	13.78	4 5/16	.023	.0018	.166	.166	3 3/32	2	3/16	.010	2	3/32	TTX
Series 46, 47, 49	1941	AA	CA	17.94	4 9/16	.026	.0020	.182	.182	3 7/16	2	3/16	.010	2	3/32	TTX
NASH																
6 Adv. 3520	1935	AA	IS	19 1/16	3 7/8	.022	.0025	.168	.188	3 3/8	2	e	.014	2	1/8	.014
8 Adv. 3580	1935	AA	IS	16	3 11/16	.022	.0020	.162	.188	3 1/8	2	e	.014	2	1/8	.014
8 Amb. 3588	1935	AA	IS	16	3 11/16	.022	.0020	.162	.188	3 1/8	2	e	.014	2	1/8	.014
6-400	1936	AA	SS	19 1/16	3 7/8	.022	.0025	.167	.167	3 3/8	2	e	.008	2	1/8	.010
6 Amb.	1936	AA	IS	19 1/16	3 7/8	.022	.0025	.186	.166	3 3/8	2	e	.008	2	1/8	.010
8 Super Amb.	1936	AA	IS	16	3 11/16	.022	.0025	.188	.168	3 1/8	2	e	.015	2	1/8	.015
La Fayette 400	1937	AA	IS	18 3/4	3 7/8	.022	.0020	.188	.168	3 3/8	2	e	.010	2	1/8	.010
Ambassador 6	1937	AA	IS	18 3/4	3 7/8	.022	.0020	.188	.168	3 3/8	2	e	.010	2	1/8	.010
Ambassador 8	1937	AA	IS	15 1/2	3 11/16	.020	.0020	.182	.162	3 1/8	2	e	.010	2	1/8	.010
Lafayette	1938	AA	IS	19 1/16	3 7/8	.020	.0010	.176	.154	3 3/8	2	5/32	.015	2	1/8	.015
Ambassador 6	1938	AA	IS	19 1/8	3 7/8	.020	.0010	.176	.154	3 3/8	2	5/32	.015	2	1/8	.015
Ambassador 8	1938	AA	IS	16	3 11/16	.018	.0010	.166	.150	3 1/8	2	d	.015	2	1/8	.015
Lafayette	1939	AA	IS	19 1/16	3 7/8	.020	.0010	.176	.154	3 3/8	2	5/32	.015	2	1/8	.015
Ambassador 6	1939	AA	IS	19 1/8	3 7/8	.020	.0010	.176	.154	3 3/8	2	5/32	.015	2	1/8	.015
Ambassador 8	1939	AA	IS	16	3 11/16	.018	.0010	.166	.150	3 1/8	2	d	.015	2	1/8	.015
Lafayette	1940	AA	SL	12 1/16	3 7/8	.020	.0010	.175	.155	3 3/8	2	.155	.015	2	.124	.015
Ambassador 6	1940	AA	IS	19 1/4	3 7/8	.020	.0010	.175	.155	3 3/8	2	.155	.015	2	.124	.015
Ambassador 8	1940	AA	IS	16	3 11/16	.018	.0010	.166	.150	3 1/8	2	d	.015	2	1/8	.015
Ambassador 600	1941	AA	PI	12 1/8	3 1/8	.017	.0010	.175	.155	3 1/8	1	3/16	.010	2	3/32	.010
Ambassador 6	1941	AA	PI	19 1/4	3 7/8	.020	.0010	.175	.155	3 3/8	2	5/32	.010	2	1/8	.010
Ambassador 8	1941	AA	PI	16	3 11/16	.018	.0010	.175	.155	3 1/8	2	ff	.010	2	1/8	.010
OLDSMOBILE																
Six F-35	1935	CI	EP	27	3 15/16	.027	.0013	.171	.156	3 5/16	1	5/16	.007	2	1/8	.007
Eight L-35	1935	CI	EP	24 1/2	3 3/4	.125	.0013	.156	.140	3	2	e	.007	2	1/8	.007
Six F-36	1936	AA	An	16	3 5/16	.026	.0013	.172	.156	3 5/16	2	3/16	.007	2	1/8	.007
Eight L-36	1936	AA	An	12.7	3 3/4	.026	.0013	.156	.141	3	2	3/16	.007	2	1/8	.007
Six	1937	AA	TO	17 1/2	4 1/32	.026	.0013	.172	.156	3 7/16	2	3/16	.007	2	1/8	.007
Six	1938	AA	TO	17	4 1/32	.026	.0013	11/64	5/32	3 7/16	2	3/16	.007	2	1/8	.007
Eight	1938	AA	SO	16	3 15/16	.026	.0013	5/32	9/64	3 1/4	2	3/16	.007	2	1/8	.009
Six	1939	AA	TO	17.75	4 1/32	.026	.0013	11/64	5/16	3 7/16	2	3/16	.007	2	3/32	.008
35-00 & 36-00	1940	AA	TO	17.75	4 1/32	.026	.0013	5/16	11/64	3 7/16	2	3/16	.007	2	3/32	.008

For key to abbreviations see page 36

PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
OLDSMOBILE—Continued																
Six	1941	AA	TO	17.37	4 1/32	.026	.0007	.171	.187	3 1/2	2	3/16	.007	2	3/32	.008
Eight	1941	AA	TA	16.00	3 15/16	.023	.0013	11/64	5/32	3 1/4	2	3/16	.009	2	5/32	.009
PACKARD																
8-120	1935-6	AA	IS	23	—	—	.0015	.157	.157	3 1/4	1	5/32	.007	2	1/8	.007
Eight	1935-6	AA	IS	18 3/4	—	—	.0015	.157	.157	3 3/16	1	5/32	.007	3	1/8	.007
Super Eight	1935-6	AA	IS	21 7/8	—	—	.0015	.158	.158	3 1/2	1	5/32	.007	3	1/8	.007
Twelve	1935-6	AA	IS	21 3/4	—	—	.0015	.158	.158	3 7/16	1	5/32	.007	3	1/8	.007
Six	1937	AA	CS	19	3 7/8	—	.0015	—	—	3 3/16	1	3/16	.007	2	1/8	.007
Eight 120-C	1937	AA	IS	17.6	3 7/8	—	.0015	—	—	3 1/4	1	3/16	.007	2	1/8	.007
Super 8	1937	AA	IS	18.7	4 1/4	—	.0015	—	—	3 3/16	2	5/32	.007	2	1/8	.007
Twelve	1937	AA	IS	21.7	4.38	—	.0015	—	—	3 7/16	1	5/32	.007	3	1/8	.007
Six	1938	AA	CS	19 1/2	3 7/8	—	.0010	—	—	3 1/2	1	3/16	.007	2	1/8	.007
Eight	1938	AA	CS	16 7/8	3 7/8	—	.0010	—	—	3 1/4	1	3/16	.007	2	1/8	.007
Super 8	1938	AA	CS	17 3/4	4 1/4	—	.0010	—	—	3 3/16	2	5/32	.007	2	1/8	.007
Twelve	1938	AA	CS	20	4.318	—	.0010	—	—	3 7/16	1	5/32	.007	3	1/8	.007
Six	1939	AA	CS	19 1/2	3 7/8	—	.0010	.1835	.161	3 1/2	1	3/16	.007	2	1/8	.007
Eight	1939	AA	CS	16 7/8	3 7/8	—	.0010	.1787	.156	3 1/4	1	3/16	.007	2	1/8	.007
Super 8	1939	AA	CS	17 3/4	4 1/4	—	.0010	.1545	.153	3 3/16	2	5/32	.007	2	1/8	.007
Twelve	1939	AA	CS	20	4.318	—	.0010	.1852	.165	3 7/16	1	5/32	.007	3	1/8	.007
Six	1940	AA	CS	20 1/4	3 7/8	—	.0010	—	—	3 1/2	1	.186	.007	2	Z	.007
Eight	1940	AA	CS	17 1/4	3 7/8	—	.0010	—	—	3 1/4	1	.186	.007	2	Z	.007
Super 8	1940	AA	CS	20 1/4	3 7/8	—	.0010	—	—	3 1/2	1	.186	.007	2	Z	.007
110	1941	AA	CS	20 1/4	3 7/8	—	.0005	.182	hh	3 1/2	1	.186	.007	2	gg	.007
120	1941	AA	CS	17 1/4	3 7/8	—	.0005	.176	.178	3 1/4	1	.186	.007	2	gg	.007
Super 8	1941	AA	CS	20 1/4	3 7/8	—	.0005	.182	hh	3 1/2	1	.186	.007	2	gg	.007
PLYMOUTH																
Six PJ	1935	AA	TS	—	3 11/16	.022	.0015	.171	.151	3 1/8	2	5/32	.007	2	3/8	.007
Six P1, P2	1936	AA	TS	—	3 11/16	.022	.0005	.171	.151	3 1/8	2	5/32	.007	2	1/8	.007
Six P-3, P4	1937	AA	UA	—	3 11/16	.022	.0005	.171	.151	3 1/8	2	5/32	.007	2	1/8	.007
Six P-5	1938	AA	UA	—	3 11/16**	.022	.0005	.171	.151	dd	2	5/32	.007	2	1/8	.007
De Luxe 6 P-6	1938	AA	UA	—	3 11/16**	.022	.0005	.171	.151	ee	2	5/32	.007	2	1/8	.007
Six P-7	1939	AA	UA	—	3 11/16	.022	.0005	.171	.151	3 3/8	2	5/32	.007	2	1/8	.007
De Luxe 6 P-8	1939	AA	UA	—	3 11/16	.022	.0005	.171	.151	3 3/8	2	5/32	.007	2	1/8	.007
Six P-9	1940	AA	UT	—	3 7/8	.022	.0005	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
DeLuxe 6 P-10	1940	AA	UT	—	3 7/8	.022	.0005	.177	.157	3 3/8	2	5/32	.007	2	1/8	.007
Roadking P-11	1941	AA	UT	14.4	3 7/8	.028	.0005	.175	op	3 3/8	2	5/32	.007	2	oo	.007
De Luxe 6 P-12	1941	AA	UT	14.4	3 7/8	.028	.0005	.175	op	3 3/8	2	5/32	.007	2	oo	.007
PONTIAC																
Six	1935	CI	TP	—	3 25/32	.022	.0015	—	—	3 3/8	1	3/16	.007	3	1/8	.007
Eight	1935	CI	TP	—	3 7/8	.022	.0015	.148	.148	3 3/16	1	3/16	.007	3	1/8	.007
Six	1936	CI	TP	—	3 1/2	.022	.0015	.168	.164	3 3/8	1	3/16	.007	2	1/8	.007
Eight	1936	CI	TP	—	3 9/16	.022	.0015	.168	.164	3 1/4	1	3/16	.007	2	1/8	.007
Six 224	1937	AA	TO	19	—	.027	.0013	.172	.156	3 9/16	1	3/16	.005	2	k	.005
Six 26-00	1938	AA	TO	19 1/2	3 29/32	.025	.0013	.178	.157	3 9/16	1	3/16	.007	2	m	.007
Six 25-00	1938	CI	DS	22.7	4 11/64	.0145	.0015	.175	.150	3 1/2	1	3/16	.005	2	.1235	.005
Chieftain	1939	AA	TO	19 1/2	3 29/32	.025	.0013	.178	.157	3 9/16	1	.186	.007	2	.123	.007
Arrow	1939	CI	DS	22.7	4 11/64	.015	.0015	.172	.151	3 1/2	1	.186	.005	2	.123	.005

For key to abbreviations see page 36

PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
PONTIAC—Continued																
Special 25-00	1940	CA	TP	27.12	3 37/64	.0235	.0020	.189	.169	3 7/64	1	.1875	.012	2	3/32	.011
Arrow 22-00	1940	CI	DS	22.7	4 11/64	.0145	.0015	.172	.151	3 1/2	1	.186	.005	2	.123	.005
Fleetleader	1941	NI	TP	27	3 19/32	.0235	.0020	.193	.187	3 9/16	1	3/16	.010	2	3/32	.010
Torpedo 6	1941	NI	TP	27	3 19/32	.0235	.0020	.193	.187	3 9/16	1	3/16	.012	2	3/32	.012
REO																
6 Flying Cloud 6A	1935	AA	TS	13	4	.027	.0024	.180	.186	3 3/8	2	f	.009	2	1/8	.007
6 Royale 7S	1935	AA	TS	13	4	.030	.0006	.180	.160	3 3/8	2	f	.005	2	3/32	.007
6 Flying Cloud	1936	AA	CT	13	4	.027	.0024	.170	.140	3 3/8	2	f	.009	2	3/32	.007
STUDEBAKER																
Dict. 6-1A	1935	AA	CG	15	3 3/4	.016	.0015	.184	.146	3 1/4	1	3/16	.013	2	1/8	.013
Dict. 6-2A	1935	AA	CG	15	3 3/4	.016	.0015	.184	.146	3 1/4	1	3/16	.013	2	1/8	.013
Comm. 8-1B	1935	AA	CG	13 1/2	3 3/4	.015	.0015	.173	.137	3 1/16	1	3/16	.013	2	1/8	.013
Pres. 8-1C	1935	AA	CG	13 1/2	3 3/4	.015	.0015	.173	.137	3 1/16	1	3/16	.013	2	1/8	.013
Dict. 6-3A	1936	AA	CT	15 1/4	3 3/4	.016	.0015	.184	.146	3 1/4	1	3/16	.013	2	1/8	.013
Dict. 6-4A	1936	AA	CT	15 1/4	3 3/4	.016	.0015	.184	.146	3 1/4	1	3/16	.013	2	1/8	.013
Pres. 8-2C	1936	AA	CT	8 1/2	3 3/4	.015	.0015	.173	.137	3 1/16	1	3/16	.013	2	1/8	.013
Dictator 6	1937	AA	CT	15 1/4	3 3/4	.016	.0015	.184	.146	3 1/4	1	3/16	.013	2	1/8	.013
President 8	1937	AA	CT	13 3/4	3 3/4	.015	.0015	.173	.137	3 1/16	1	3/16	.013	2	1/8	.013
Six (7A)	1938	AA	CT	15 1/4	3 3/4	.016	.0015	.185	.148	3 5/16	1	3/16	.013	2	1/8	.013
Commander 6 (8A)	1938	AA	CT	15 1/4	3 3/4	.016	.0015	.185	.148	3 5/16	1	3/16	.013	2	1/8	.013
President 8 (4C)	1938	AA	CT	13 3/4	3 3/4	.016	.0015	.173	.137	3 1/16	1	3/16	.013	2	1/8	.013
Champion "G"	1939	AA	CT	—	2 31/32	.014	.0015	.165	.160	3	1	5/32	.007	2	bc	.007
Commander 6 (9A)	1939	AA	CT	15 1/4	3 3/4	.016	.0015	.185	.148	3 5/16	1	3/16	.007	2	1/8	.007
President 8 (5C)	1939	AA	CT	13 3/4	3 3/4	.016	.0015	.173	.137	3 1/16	1	3/16	.013	2	1/8	.013
Champion 2-G	1940	AA	CT	8.96	2 31/32	.014	.0015	.165	.160	3	1	5/32	.007	2	bc	.007
Comm. 6 (10A)	1940	AA	CT	14.4	3 3/4	.016	.0015	.185	.148	3 5/16	1	3/16	.007	2	1/8	.007
President 8 (6C)	1940	AA	CT	13.6	3 3/4	.016	.0015	.173	.137	3 1/16	1	3/16	.013	2	1/8	.013
Champion 6-3G	1941	AA	TTP	8.96	2 29/32	.014	.0015	.165	.160	3	1	5/32	.007	2	3/32	.007
Commander 6-11A	1941	AA	TTP	14.4	3 3/4	.013	.0015	.183	.168	3 5/16	1	3/16	.009	2	3/32	.009
President 8-7C	1941	AA	TTP	13.6	3 3/4	.012	.0015	.166	.146	3 1/16	1	3/16	.013	2	1/8	.013
TERRAPLANE																
Six	1935	AA	TS	10 7/8	3 5/16	.016	.0010	.187	.093	3	2	3/16	.006	2	3/8	.006
Six	1936	AA	CG	10 1/2	3 5/16	.016	.0010	.156	.156	3	2	3/16	.009	2	3/32	.009
Six	1937	AA	CT	10 1/2	3 5/16	.016	.0015	5/32	5/32	3	2	3/16	.009	2	3/32	.009
Special 80	1938	AA	CT	10 1/2	3 5/16	.016	.0020	5/32	5/32	3	2	3/16	.009	2	3/32	.009
Super 82	1938	AA	CT	10 1/2	3 5/16	.016	.0020	5/32	5/32	3	2	3/16	.009	2	3/32	.009

For key to abbreviations see page 36

PISTONS — PISTON RINGS

Make and Model	Year	Piston—Material	Piston—Type	Weight in Ounces	Piston—Length	Piston Clearance—Top	Piston Clearance—Bottom	Piston Ring Groove Depth—Oil	Piston Ring Groove Depth—Compression	Cylinder Bore—Inches	No. Oil Rings Used	Width of Oil Rings	Oil Ring Gap	No. Compression Rings Used	Width Compression Rings	Compression Ring Gap
WILLYS																
Four 77	1935	CI	TP	23	3¾	.007	.0025	.166	.180	3⅛	1	3/16	.007	3	3/32	.007
Four 77	1936	CI	TP	23	3¾	.007	.0025	.166	.180	3⅛	1	3/16	.007	3	3/32	.010
37	1937	CI	LW	22	3¾	.016	.0025	.166	.148	3⅛	1	3/16	.008	3	3/32	.008
Four 38	1938	CI	LW	21	3¾	.016	.0025	.1665	.1485	3⅛	1	3/16	.008	3	3/32	.008
Four 48	1939	CI	LW	21	3¾	.016	.0025	.1665	.1485	3⅛	1	3/16	.008	3	3/32	.008
Overland 39	1939	AA	LW	12	3¾	.002	.0025	.170	.160	3⅛	1	3/16	.008	2	3/32	.008
Willys 440	1940	AA	LW	12	3¾	.037	.003	.170	.160	3⅛	1	3/16	.008	2	3/32	.008
Willys Americar	1941	AA	TTL	12½	3¾	.0205	.003	.170	.160	3⅛	1	3/16	.008	2	3/32	.008

ABBREVIATIONS

a—1 @ ⅛″; 2 @ 3/64 aa—3¼ x 4⅜ up to Engine No. D8-C1001; 3⅜ x 4 1/16 after AA—Aluminum alloy
An—Anodized finish b—1 @ ⅛″; 1 @ .135″ bb—3⅛ x 4⅜ up to Engine No. D9-C1001; 3⅜ x 3¾ after
bc—Upper ⅛; Lower 3/32 CA—Cam ground, anodized finish cc—3⅛x4⅜ upto Engine No. D10-C1001; 3⅜x3¾ after
CG—Cam ground CI—Cast iron CL—Cam ground, low expansion CS—Steel strut, cam ground, tin plated, autothermic
CSA—Copper silicon alloy CT—Cam ground, T-slot d—1 @ 3/16″; 1 @⅛″
dd—3⅛ x 4⅜ up to Engine No. P5-C1001; 3⅜ x 3¾ after DS—Dome head, slipper skirt, tin plated
e—1 @ ⅛″, 1 @ 3/16″ ee—3⅛ x 4⅜ up to Engine No. P6-C1001; 3⅜ x 3¾ after EP—Electroplated
f—1 @ 5/16″, 1 @ 5/32″ FS—Full skirt g—1 @ ⅛″, 2 @ 3/32″ gg—Upper 3/32; Lower ⅛
h—1 @ 3/16″, 2 @ ⅛″ hh—Upper .188; Lower .184 IS—Invar struts j—1 @ 5/32″, 1 @ ⅛″ k—1 @ ⅛″, 1 @ 3/32″
LA—Light weight, cast alloy LW—Light weight m—Top .1225-.1235; Lower .123-.124
MC—Molybdenum cast iron NI—Chrome nickel iron o—.181 Upper; Lower .151 oo—Upper 3/32; Intermediate ⅛
op—Upper .179; Intermediate .154 PC—Plated, steel strut, cam ground, autothermic PI—Plated, split skirt, invar strut
PS—Plated, steel strut, autothermic Sa—Silicon aluminum SA—Split skirt, anodized finish
SC—Supercharged ST—Steel SK—Solid skirt SKS—Spherical, solid skirt SL—Split skirt, steel strut
SO—Split skirt, aluminum oxide finish SS—Split skirt TA—T-slot, anodized finish
TC—T-slot, cam ground, anodized finish TLA—T-slot, low expansion, anodized finish TO—T-slot, oxidized finish
TP—Tin plated TS—T-slot TTL—T-slot, cam ground, low expansion, tin plated
TTP—T-slot, cam ground, tin plated TTX—Upper .015; Lower .012 UA—U-slot, cam ground, anodized finish
UT—U-slot, cam ground x—Upper 3/16″; Lower 5/32″ xx—.009-.014 y—Upper .155; Lower .140
yy—.008-.013 z—Upper .172; Lower .150 zz—Upper .151; Lower .159
*—Late model engine bore 3¼, stroke 4¼ **—3⅞ after bore and stroke change

IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
AUBURN															
6-53	1935	AL	0	10	0	.018	3°B	R	153624	4.5	2.5	14mm	Cha	J-6	.025
8-51	1935	AL	0	10	0	.015	3°B	R	16258374	4.5	2.5	14mm	Cha	J-6	.025
8-51 SC	1935	AL	0	10	0	.015	3°B	R	16258374	4.5	2.5	14mm	Cha	J-9B	.025
6-54	1936	AL	0	10	0	.018	3°B	R	153624	4.5	2.0	14mm	Cha	J-6	.025
8-52	1936	AL	0	11	0	.018	3°B	R	16258374	4.5	3.0	14mm	Cha	J-6	.025
8-52 SC	1936	AL	0	10	0	.018	3°B	R	16258374	4.5	3.0	14mm	Cha	J-9B	.025
CADILLAC															
V- 8 355E	1935	DR	20	22	0	.013	4°B	A	h	4.4	2.5	18mm	AC	G-6	.025
V-12 370E	1935	DR	20	38	0	.018	4°B	A	j	4.4	2.2	18mm	AC	G-6	.025
V-16 452E	1935	DR	20	34	0	.014	4°B	A	s	4.4	2.2	18mm	AC	G-6	.025
V- 8 60	1936	DR	20	24	15	.013	5°B	R	h	4.4	2.2	14mm	AC	K-9	.025
V- 8 70	1936	DR	20	24	15	.013	5°B	R	h	4.4	2.2	14mm	AC	K-9	.025
V- 8 75	1936	DR	20	24	15	.013	5°B	R	h	4.4	2.2	14mm	AC	K-9	.025
V-12 80-85	1936	DR	28	38	16	.018	4°B	A	j	4.4	2.0	18mm	AC	G-6	.025
V-16	1936	DR	28	34	0	.014	4°B	R	s	4.4	2.0	18mm	AC	G-6	.025
V- 8 60, 65, 70	1937	DR	20	22	0	.013	5°B	R	m	4.4	2.2	14mm	AC	45	.025
V- 8 75	1937	DR	20	22	0	.013	5°B	R	m	4.4	2.2	14mm	AC	45	.025
V-12	1937	DR	20	38	0	.018	10°B	R	j	4.4	2.2	18mm	AC	84	.025
V-16	1937	DR	20	34	0	.014	4°B	R	s	4.4	2.2	18mm	AC	84	.025
V- 8 38-60 & Spec.	1938	DR	0	24	0	.0125	5°B	R	m	4.4	2.2	14mm	AC	45	.025
V- 8 38-65 & 38-75	1938	DR	0	24	0	.0125	5°B	R	m	4.4	2.2	14mm	AC	45	.025
V-16 38-90	1938	DR	20	24	0	.0125	6°B	R	d	4.4	2.2	14mm	AC	45	.032
V-8 61, 60S	1939	DR	0	12	0	.0125	5°B	R	m	4.4	2.2	10mm	AC	104	.025
V-8 75	1939	DR	0	12	0	.0125	5°B	R	m	4.4	2.2	10mm	AC	104	.025
V-16 90	1939	DR	10	12	0	.0125	6°B	R	d	4.4	2.2	10mm	AC	104	.030
V-8 62	1940	DR	0	12	10	.0125	5°B	R	m	4.4	2.2	10mm	AC	104	.025
V-8 60S, V-8 75	1940	DR	0	12	10	.0125	5°B	R	m	4.4	2.2	10mm	AC	104	.025
All Series	1941	DR	20	12	8-10	.0125	5°B	R	m	4.4	2.2	10mm	AC	104	.025
CHEVROLET															
Six Stand.	1935	DR	20	28	12	.018	5°B	A	153624	4.8	2.5	14mm	AC	K-11	.032
Six Master	1935	DR	20	28	12	.018	5°B	A	153624	4.8	2.5	14mm	AC	K-11	.032
Six Stand.	1936	DR	20	28	17	.018	5°B	R	153624	4.8	2.5	14mm	AC	K-11	.032
Six Master	1936	DR	20	28	17	.018	5°B	R	153624	4.8	2.5	14mm	AC	K-11	.032
Six	1937	DR	0	42	17	.018	5°B	R	153624	4.8	2.5	14mm	AC	K-11	.040
Six	1938	DR	0	42	17	.018	5°B	R	153624	4.8	2.5	14mm	AC	46	.040
Six	1939	DR	0	25	8	.018	5°B	R	153624	4.8	2.5	14mm	AC	46	.040
Six	1940	DR	0	18.5	8	.018	5°B	R	153624	4.8	2.5	14mm	AC	44	.040
Six	1941	DR	0	18½	8	.018	5°B	R	153624	4.8	2.5	14mm	AC	44	.040

For key to abbreviations see page 55

SELL *More* SPARK PLUGS THIS EASY AC WAY

ALL you have to do, in order to *average* two new plugs sold for every six plugs cleaned, is—

Suggest plug cleaning to every customer who leaves his car for service of any kind.

See that your Registered Cleaning Station Sign is prominently displayed; see that your AC cleaning machine is in good order; see that you *sell* the prospects sent your way by AC's good reputation and powerful advertising.

Get your share of business—this easy AC way.

UNITED MOTORS SERVICE DIVISION OF GENERAL MOTORS PRODUCTS OF CANADA LIMITED, OSHAWA

★ *Turn to page 68 for more information*

IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
CHRYSLER															
Six C6	1935	AL	0	16	0	.020	TDC	U	153624	5.5	2.5	14mm	AC	K-9	.025
Eight CZ	1935	AL	0	26	0	.018	TDC	U	16258374	5.5	2.5	14mm	AC	K-9	.025
Eight C1 Airflow	1935	AL	0	26	0	.018	TDC	U	16258374	5.5	2.5	14mm	AC	K-9	.025
Eight CZ Airflow	1935	AL	0	26	0	.018	5°A	U	16258374	5.5	2.5	14mm	AC	K-9	.025
Six C7	1936	AL	0	16	0	.020	TDC	U	153624	5.5	2.5	14mm	Cha	J-8	.025
Eight C8	1936	AL	0	26	0	.018	TDC	U	16258374	5.5	2.5	14mm	Cha	J-8	.025
Eight C9 Airflow	1936	AL	0	26	0	.018	TDC	U	16258374	5.5	2.5	14mm	Cha	J-8	.025
Eight Imp. C10 Airf.	1936	AL	0	26	0	.018	5°A	U	16258374	5.5	2.5	14mm	Cha	J-9	.025
Six C-16	1937	AL	0	24	22	.020	2°A	U	153624	5.0	2.0	14mm	Cha	J-8	.025
De L. 8 C-14	1937	AL	0	20	14	.018	3°A	U	16258374	5.0	2.0	14mm	Cha	H-10	.025
Imp. Cus. C-15	1937	AL	0	22	14	.018	5°A	U	16258374	5.0	2.0	14mm	Cha	H-10	.025
Airflow C-17	1937	AL	0	22	14	.018	5°A	U	16258374	5.0	2.0	14mm	Cha	H-10	.025

For key to abbreviations see page 55

★ *Turn to page 68 for more information*

★ *Turn to page 68 for more information*

IGNITION—IGNITION TIMING

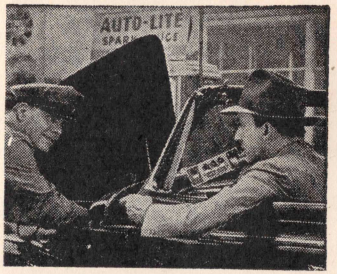
Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
CHRYSLER—Continued															
Six C-18	1938	AL	0	24	22	.020	2°A	U	153624	5.0	2.0	14mm	Cha	J-8*	.025
De L. 8 C-19	1938	AL	0	20	14	.018	3°A	U	16258374	5.0	2.0	14mm	Cha	J-8*	.025
Imp. Cus. C-20	1938	AL	0	22	14	.018	5°A	U	16258374	5.0	2.0	14mm	Cha	H-10	.025
Six C-22	1939	AL	0	12	8	.020	TDC	U	153624	5.0	2.0	14mm	Cha	J-8*	.025
De Luxe 8	1939	AL	0	12	9	.017	TDC	U	16258374	5.0	2.0	14mm	AL	A-7‡	.025
Imperial Custom	1939	AL	0	12	7	.017	3°B	U	16258374	5.0	2.0	14mm	AL	A-7‡	.025
Six C-25	1940	AL	0	12	8	.020	TDC	U	153624	5.5	2.25	14mm	AL	A-7	.025
DeLuxe 8 C-26	1940	AL	0	12	9	.017	TDC	U	16258374	5.5	2.25	14mm	AL	A-7	.025
Imp. Cus. C-27	1940	AL	0	12	7	.017	3°B	U	16258374	5.5	2.25	14mm	AL	A-7	.025
Royal 6 C-28	1941	AL	0	12	8	.020	TDC	R	153624	5.0	2.25	14mm	AL	A-7-B	.025
New Yorker 8 C-30	1941	AL	0	12	7-9	.017	TDC	R	16258374	5.0	2.25	14mm	AL	A-7-B	.025
Crown Cus. C-33	1941	AL	0	12	5-7	.017	.004"B	R	16258374	5.0	2.25	14mm	AL	A-7-B	.025
DE SOTO															
Six SF	1935	AL	0	16	0	.020	TDC	U	153624	5.5	2.5	14mm	AC	S-9	.025
Six SG Airflow	1935	AL	0	30	0	.020	5°A	U	153624	5.5	2.5	14mm	AC	S-9	.025
Six Cust S1	1936	AL	0	16	0	.020	TDC	U	153624	5.5	2.5	14mm	Cha	J-8	.025
Six S2 Airflow	1936	AL	0	30	0	.020	5°A	U	153624	5.5	2.5	14mm	Cha	J-9	.025
Six S-3	1937	AL	0	24	22	.020	2°A	U	153624	5.0	2.0	14mm	Cha	J-8	.025
Six S-5	1938	AL		24	22	.020	p	U	153624	5.0	2.0	14mm	Cha	a	.025
Six S-6	1939	AL	0	12	8	.020	2°A	U	153624	5.0	2.0	14mm	Cha	a	.025
Six S-7	1940	AL	0	12	8	.020	2°B	U	153624	5.5	2.25	14mm	AL	A-7	.025
Six S-8	1941	AL	0	12	6-8	.020	TDC	R	153624	5.0	2.25	14mm	AL	A-7-B	.025
DODGE															
Six DU	1935	AL	20	30	0	.020	2°A	U	153624	5.5	2.5	14mm	AC	S-9	.025
Six Std. DV	1935	AL	0	18	0	.020	4°A	U	153624	5.5	2.5	14mm	AC	S-9	.025
Six DeL. DV	1935	AL	0	18	0	.020	4°A	U	153624	5.5	2.5	14mm	AC	S-9	.025
Six D2	1936	AL	20	30	0	.020	4°A	U	153624	5.5	2.5	14mm	Cha	J-8	.025
Six D3	1936	AL	0	18	0	.020	4°A	U	153624	5.5	2.5	14mm	Cha	J-8	.025
Six D4	1936	AL	0	18	0	.020	4°A	U	153624	5.5	2.5	14mm	Cha	J-8	.025
Six D-6, D-7	1937	AL	0	22	22	.020	4°A	U	153624	5.0	2.0	14mm	Cha	J-8	.025
Big 6 D-5	1937	AL	0	24	18	.020	4°A	U	153624	5.0	2.0	14mm	Cha	J-8	.025
Six D-9	1938	AL	0	22	22	.020	4°A	U	153624	5.0	2.0	14mm	Cha	J-8	.025
De L. 6 D-10	1938	AL	0	22	22	.020	4°A	U	153624	5.0	2.0	14mm	Cha	J-8	.025
Big 6 D-8	1938	AL	0	24	18	.020	4°A	U	153624	5.0	2.0	14mm	Cha	J-8	.025
De Luxe Six D-12	1939	AL	0	13	11	.020	3°B	U	153624	5.0	2.0	14mm	Cha	J-8	.025
Standard Six D-13	1939	AL	0	13	11	.020	3°B	U	153624	5.0	2.0	14mm	Cha	J-8	.025
Big 6 D-11	1939	AL	0	12	11	.020	TDC	U	153624	5.0	2.0	14mm	Cha	J-8	.025
Six D-15	1940	AL	0	12	8	.020	TDC	U	153624	5.5	2.25	14mm	AL	A-7	.025
DeLuxe 6 D-16	1940	AL	0	12	8	.020	TDC	U	153624	5.5	2.25	14mm	AL	A-7	.025
Big 6 D-14	1940	AL	0	12	8	.020	TDC	U	153624	5.5	2.25	14mm	AL	A-7	.025
Kingsway 6 D-20	1941	AL	0	12	7-9	.020	TDC	R	153624	5.0	2.25	14mm	AL	A-7-B	.025
De Luxe 6 D-21	1941	AL	0	12	7-9	.020	TDC	R	153624	5.0	2.25	14mm	AL	A-7-B	.025
Luxury Liner D-19	1941	AL	0	12	7-9	.020	TDC	R	153624	5.0	2.25	14mm	AL	A-7-B	.025

For key to abbreviations see page 55

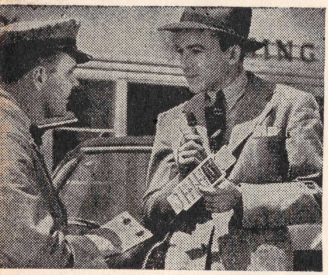
"I'VE FOUND AN EASY WAY TO SELL MORE PLUGS . . . and here's the way I do it!"

1 Take Mr. Clark. As he gives me his order. I hand him the Auto-Lite "Plug-Chek" Indicator.

2 "A new way to check spark plugs," I say. "Slide it open and take a look while I fill 'er up."



3 By the time I'm through, he's asking for a plug so he can match it. Wants to see for himself.



4 When I get the plug out, he helps me make the "Plug-Chek." My Data Book backs up what I say.

5 One plug is bad. So we use the Auto-Lite Cleaner Tray to hold 'em while we check 'em all.

6 Clark is satisfied plenty. Auto-Lite's new "Plug-Chek" keeps dollars coming my way FAST!

YOU HAVE THIS GREAT PROFIT OPPORTUNITY!

Reports from service men everywhere prove that "Plug-Chek" can boost your volume and profit. Make sure every one of your customers get a chance to see and handle the "Plug-Chek" Indicator—when they're in for gas, a lube job, tune-up or oil change. See your Jobber Salesman or write us . . . watch "Plug-Chek" build your business! Electric Auto-Lite Limited, Merchandising Division, Sarnia, Ontario.

Ignition Engineered **AUTO-LITE SPARK PLUGS**

MADE IN CANADA

IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
FORD															
V-8	1935	FM	0	22	0	.015	4°B	U	15486372	4.0	2.8	18mm	Cha	C-7	.025
V-8	1936	FM	0	22	0	.015	4°B	U	15486372	4.0	2.8	18mm	Cha	C-7	.025
V-8 "60"	1937	FM	0	20	Y	.014	4°B	U	15486372	4.0	2.8	14mm	Cha	H-10	.025
V-8 "85"	1937	FM	0	20	Y	.014	4°B	U	15486372	4.0	2.8	18mm	Cha	7	.025
V-8 "60"	1938	FM	0	20	Y	.014	4°B	U	w	4.0	2.8	14mm	Cha	H-10	.025
V-8 "85"	1938	FM	0	20	Y	.014	4°B	U	w	4.0	2.8	14mm	Cha	H-10	.025
V-8 85	1939	FM	0	20	—	.014	4°B	U	15486372	—	—	14mm	Cha	H-10	.025
Mercury	1939	FM	0	20	—	.014	4°B	U	15486372	—	—	14mm	Cha	H-10	.025
V-8 85	1940	FM	0	8	—	.014	4°B	U	15486372	4.5	—	14mm	Cha	H-10	.025
Mercury	1940	FM	0	8	—	.014	4°B	U	15486372	4.5	—	14mm	Cha	H-10	.025
V-8 85	1941	FM	0	8	—	.014	4°B	R	15486372	5.0	2.8	14mm	Cha	H-10	.025
Mercury	1941	FM	0	8	—	.014	4°B	R	15486372	5.0	2.8	14mm	Cha	H-10	.025

For key to abbreviations see page 55

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★ *Turn to page 68 for more information*

IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
GRAHAM															
Six	1935	DR	0	12	0	.018	2°B	A	153624	3.0	1.8	18mm	Cha	No. 7	.025
Six Spec.	1935	DR	0	19	0	.018	3°B	A	153624	3.0	1.8	18mm	Cha	No. 7	.025
Eight	1935	DR	0	15	10	.018	3°B	A	16258374	3.0	1.8	18mm	Cha	No. 7	.025
Eight Super C	1935	DR	0	14	10	.018	3°B	A	16258374	3.0	1.8	18mm	Cha	No. 7	.025
6- 80 Crusader	1936	DR	0	18	10	.018	2°B	A	153624	3.0	1.8	18mm	Cha	No. 7	.025
6- 90 Cavalier	1936	DR	0	17	10	.018	TDC	A	153624	3.0	1.8	14mm	Cha	J-9	.025
6-110 Super C	1936	DR	0	17	10	.018	TDC	A	153624	3.0	1.8	14mm	Cha	J-9	.025
Crusader 85	1937	DR	0	18	10	.018	2°B	A	153624	4.4	2.2	18mm	Cha	No. 7	.025
Cavalier 95	1937	DR	0	17	10	.018	TDC	A	153624	3.0	1.8	14mm	Cha	J-9	.025
Super C 116	1937	DR	0	17	10	.018	4°A	A	153624	5.0	2.5	14mm	Cha	J-9	.025
Cus. Super C 120	1937	DR	0	17	10	.018	4°A	A	153624	5.0	2.5	14mm	Cha	J-9	.025
Special	1938	DR	0	15	10	.018	TDC	A	153624	4.0	1.4	14mm	Cha	J-9	.025
Supercharger	1938	DR	0	16	7½	.018	4½°A	A	153624	4.0	1.4	14mm	Cha	J-9	.025
Six-96	1939	DR	0	9	5	.018	TDC	A	153624	4.0	2.0	14mm	Cha	H-10	.025
Six-97	1939	DR	0	8	5	.018	4½°A	A	153624	4.0	2.0	14mm	Cha	H-10	.025
Six-107	1940	DR	0	8	5	.018	4½°A	A	153624	4.0	2.0	14mm	Cha	H-10	.025
Six-108	1940	DR	0	9	5	.018	TDC	A	153624	4.0	2.0	14mm	Cha	H-10	.025
HUDSON															
Big Six	1935	AL	0	29	0	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-7S	.022
Eight	1935	AL	0	35	0	.020	TDC	U	16258374	4.5	2.5	14mm	Cha	J-7S	.022
Six	1936	AL	0	29	0	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8	.022
Eight	1936	AL	0	35	0	.020	TDC	U	16258374	4.5	2.5	14mm	Cha	J-8	.022
Six	1937	AL	0	28	0	.020	TDC	U	153624	4.2	1.8	14mm	Cha	J-8	.025
Eight	1937	AL	0	35	0	.020	TDC	U	16258374	4.9	1.8	14mm	Cha	J-8	.025
Six	1938	AL	—	14	—	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8A	.032
Eight	1938	AL	0	35	0	.020	TDC	U	16258374	4.5	2.5	14mm	Cha	J-8A	.032
112	1938	AL	—	14	—	.020	¼"B	U	153624	4.5	2.5	14mm	Cha	J-8A	.032
Six-93	1939	AL	—	14	—	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8	.032
Six-91	1939	AL	—	14	—	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8	.032
Six-92	1939	AL	—	14	—	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8	.032
Eight-95	1939	AL	0	17½	0	.017	TDC	U	16258374	4.5	2.5	14mm	Cha	J-8	.032
Eight-97	1939	AL	0	17½	0	.017	TDC	U	16258374	4.5	2.5	14mm	Cha	J-8	.032
Six-90	1939	AL	—	14	—	.020	2½°B	U	153624	4.5	2.5	14mm	Cha	J-8	.032
Six-98	1939	AL	—	14	—	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8	.032
Six-41	1940	AL	0	14	8.5	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8	.032
Six-43	1940	AL	0	14	8.5	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8	.032
Six-48	1940	AL	0	14	8.5	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8	.032
Eight-44	1940	AL	0	17.5	0	.017	TDC	U	16258374	4.5	2.5	14mm	Cha	J-8	.032
Eight-47	1940	AL	0	17.5	0	.017	TDC	U	16258374	4.5	2.5	14mm	Cha	J-8	.032
Six-40	1940	AL	0	14	8.5	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8	.032
Six	1941	AL	0	11¾	H	.020	½"B	R	153624	4.5	2.5	14mm	Cha	J-9	.032
Eight	1941	AL	0	17½	0	.017	TDC	R	16258374	4.5	2.5	14mm	Cha	J-9	.032
HUPMOBILE															
Six 517	1935	AL	12	14	0	.018	7°B	A	153624	4.5	2.0	18mm	Cha	C-7	.027
Six 518	1935	AL	12	14	0	.018	7°B	A	153624	4.5	2.0	18mm	Cha	C-7	.025
Eight 521-0	1935	AL	0	13	0	.020	9°B	A	14738526	5.0	2.0	18mm	Cha	C-7	.028
Eight 527	1935	AL	0	13	0	.020	7°B	A	14738526	4.5	2.0	18mm	Cha	C-7	.027

For key to abbreviations see page 55

★ *Turn to page 68 for more information*

IGNITION — IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
HUPMOBILE—Continued															
Six 618-G	1936	AL	0	14	0	.018	7°B	A	153624	4.0	2.0	18mm	Cha	C-7	.027
Eight 621-N	1936	AL	0	13	0	.015	7°B	A	14738526	4.5	2.0	18mm	Cha	C-7	.027
6-622E	1938	AL	—	7	—	.020	7°B	R	153624	5.0	2.0	18mm	Cha	7	.0275
8-825H	1938	AL	—	6.5	8	.017	7°B	R	14738526	5.0	2.0	18mm	Cha	7	.0275
6-922E	1939	AL	—	7	—	.020	7°B	R	153624	5.0	2.0	18mm	Cha	7	.029
8-925H	1939	AL	—	6½	8	.017	7°B	R	14738526	5.0	2.0	18mm	Cha	7	.029
LINCOLN-ZEPHYR															
Continental	1941	0	—	10	—	.014	4°B	R	k	4.2	3.2	14mm	Cha	H10	.028
LAFAYETTE															
Six 3510	1935	AL	0	26	0	.020	10°B	U	153624	4.0	2.5	18mm	Cha	C-15	.018
Six 3610	1936	AL	0	26	0	.020	10°B	U	153624	4.0	2.5	18mm	—	—	.025
LA SALLE															
Eight 35-50	1935	DR	20	28	0	.018	8°B	R	16258374	4.4	2.2	14mm	AC	K-9	.025
Eight 36-50	1936	DR	20	28	18	.013	8°B	R	16258374	4.4	2.2	14mm	AC	K-9	.025
Eight	1937	DR	20	22	0	.013	5°B	R	m	4.4	2.2	14mm	AC	45	.025
38-50	1938	DR	0	24	0	.012	5°B	R	m	4.4	2.2	14mm	AC	45	.025
39-50	1939	DR	10	12	0	.0125	5°B	R	m	4.4	2.2	10mm	AC	104	.025
40-50 and 40-52	1940	DR	0	12	10	.0125	5°B	R	18736542	4.4	2.2	10mm	AC	104	.025
McLAUGHLIN-BUICK															
Eight 44	1935	DR	10	26	10	.013	2°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 45	1935	DR	12	17	10	.013	7°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 46	1935	DR	12	26	10	.013	11°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 49	1935	DR	12	26	10	.013	10°B	A	16258374	4.5	2.5	18mm	AC	H-9	.020
Eight 44	1936	DR	0	22	10	.013	2°B	A	16258374	4.5	2.5	18mm	AC	H-9	.025
Eight 46	1936	DR	0	26	10	.013	10°B	A	16258374	4.5	2.5	18mm	AC	H-9	.025
Eight 48	1936	DR	0	26	10	.013	10°B	A	16258374	4.5	2.5	18mm	AC	H-9	.025
Eight 49	1936	DR	0	26	10	.013	10°B	A	16258374	4.5	2.5	18mm	AC	H-9	.025
44 Special	1937	DR	20	22	12	.013	2°B	R	16258374	4.5	2.5	18mm	AC	H-9	.025
46 Century	1937	DR	20	12	12	.013	10°B	R	16258374	4.5	2.5	18mm	AC	H-9	.025
48 Roadmaster	1937	DR	20	12	12	.013	10°B	R	16258374	4.5	2.5	18mm	AC	H-9	.025
49 Limited	1937	DR	20	12	12	.013	10°B	R	16258374	4.5	2.5	18mm	AC	H-9	.025

For key to abbreviations see page 55

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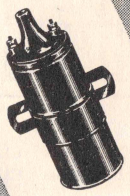

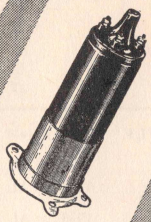

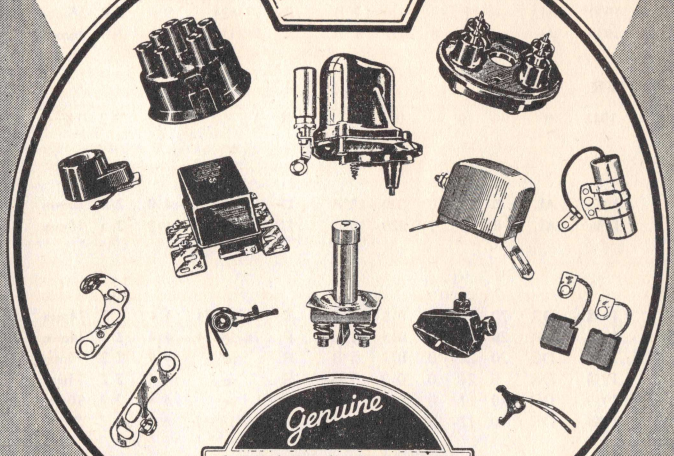

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IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
McLAUGHLIN-BUICK—Continued															
44 Special	1938	DR	88	26	11	.0125	4°B	R	16258374	4.5	2.5	14mm	AC	46	.023
46 Century	1938	DR	88	26	11	.0125	6°B	R	16258374	4.5	2.5	14mm	AC	46	.023
48 Roadmaster	1938	DR	88	26	11	.0125	6°B	R	16258374	4.5	2.5	14mm	AC	46	.023
49 Limited	1938	DR	88	26	11	.0125	6°B	R	16258374	4.5	2.5	14mm	AC	46	.023
44 Special	1939	DR	—	13	6½	.0125	4°B	R	16258374	4.5	2.5	14mm	AC	46	.025
46 Century	1939	DR	44	13	5½	.0125	6°B	R	16258374	4.5	2.5	14mm	AC	46	.025
48 Roadmaster	1939	DR	44	13	5½	.0125	6°B	R	16258374	4.5	2.5	14mm	AC	46	.025
49 Limited	1939	DR	44	13	5½	.0125	6°B	R	16258374	4.5	2.5	14mm	AC	46	.025
44-00 & 45-00	1940	DR	0	13	5.5	.0125	4°B	R	16258374	4.5	2.5	14mm	AC	46	.023
47 Roadmaster	1940	DR	0	13	5.5	.0125	6°B	R	16258374	4.5	2.5	14mm	AC	46	.023
Spec. 40; Super 50	1941	DR	0	13	5-6	.0125	4°B	R	16258374	4.5	2.5	10mm	AC	104	.025
Series 60, 70, 90	1941	DR	0	13	5-6	.0125	6°B	R	16258374	4.5	2.5	10mm	AC	104	.025
NASH															
Six Adv. 3520	1935	AL	0	20	0	.020	15°B	U	153624	4.0	2.5	14mm	AC	K-12	.022
Eight Adv. 3580	1935	AL	0	20	0	.020	15°B	U	16258374	4.0	2.5	14mm	AC	K-12	.022
Eight Amb. 3588	1935	AL	0	20	0	.020	15°B	U	16258374	4.0	2.5	14mm	AC	K-12	.022
Six 400	1936	AL	33	30	0	.020	TDC	U	153624	4.0	2.0	18mm	—	—	.025
Six Amb.	1936	AL	0	14	0	.020	15°B	U	153624	4.0	2.0	14mm	AC	K-12	.025
Eight Super Amb.	1936	AL	0	30	0	.020	15°B	U	16258374	4.0	2.0	14mm	AC	K-12	.025
Lafayette	1937	AL	0	30	0	.020	TDC	R	153624	5.0	2.0	18mm	Cha	7	.025
Ambassador 6	1937	AL	0	30	0	.020	4°B	R	153624	5.0	2.0	14mm	AC	K-7	.025
Ambassador 8	1937	AL	0	45	0	.020	9°B	R	16258374	5.0	2.0	14mm	AC	K-7	.025
Lafayette	1938	AL	0	30	0	.020	4°B	R	153624	4.0	2.0	18mm	AC	G-9	.023
Ambassador 6	1938	AL	0	26	0	.020	4°B	R	153624	4.0	2.0	14mm	AC	45	.023
Ambassador 8	1938	AL	0	24	0	.020	9°B	R	16258374	4.0	2.0	14mm	AC	45	.023
Lafayette	1939	AL	0	5	5½	.020	TDC	R	153624	4.0	2.5	18mm	c	c	.025
Ambassador 6	1939	AL	0	11½	0	.020	4°B	R	153624	4.0	2.5	14mm	AC	45	.025
Ambassador 8	1939	AL	0	12	0	.017	9°B	R	16258374	4.0	2.5	14mm	AC	45	.025
Lafayette	1940	AL	0	5	6.5	.020	TDC	R	153624	4.0	2.5	18mm	AL	B7	.025
Ambassador 6	1940	AL	0	11.5	0	.020	6°B	R	153624	4.0	2.0	14mm	AC	45	.025
Ambassador 8	1940	AL	0	12	0	.017	9°B	R	16258374	4.0	2.0	14mm	AC	45	.025
Ambassador 600	1941	DR	0	10	8.5	M	TDC	R	153624	5.0	2.0	14mm	AL	AN-7	.025
Ambassador 6	1941	AL	0	11.5	0	.020	6°B	R	153624	5.0	2.0	14mm	AC	45	.025
Ambassador 8	1941	AL	0	12	0	.017	9°B	R	16258374	5.0	2.0	14mm	AC	45	.025
OLDSMOBILE															
Six F-35	1935	DR	0	21	0	.018	2°B	R	153624	4.5	2.0	18mm	AC	G-9	.025
Eight L-35	1935	DR	0	24	0	.018	3°B	R	16258374	4.5	2.0	18mm	AC	G-9	.025
Six F-36	1936	DR	20	27	17	.020	TDC	R	153624	4.5	2.0	18mm	AC	G-9	.030
Eight L-36	1936	DR	20	30	12	.015	2°B	R	16258374	4.5	2.0	18mm	AC	G-9	.030
Six	1937	DR	0	25	34	.020	TDC	R	153624	4.5	2.0	14mm	AC	K-9	.040
Six	1938	DR	20	28	15	.018	TDC	R	153624	4.5	2.0	14mm	AC	45	.040

For key to abbreviations see page 55

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North Bay Auto Electric

OSHAWA, ONT.
W. R. Chapman

OTTAWA, ONT.
Welch & Johnston Ltd.

OWEN SOUND, ONT.
Frank Slater

PETERBOROUGH, ONT.
Cliff Towle

QUEBEC, QUE.
Marcel Rochette Ltee.

ST. CATHARINES, ONT.
Sadler's Auto Electric

SAINT JOHN, N.B.
Battery & Electric Service Ltd.

ST. THOMAS, ONT.
Nicol's Auto Electric

SARNIA, ONT.
Chalmers Auto Electric

SASKATOON, SASK.
Lone Star Auto Electric Service

SAULT STE. MARIE, ONT.
Collins Bros.

SHERBROOKE, QUE.
Sherbrooke Auto Electric Inc.

STRATFORD, ONT.
Universal Auto Electric

SUDBURY, ONT.
Duncan Bros. Ltd.

SYDNEY, N.S.
Cape Breton Battery & Vulcanizing Co., Ltd.

TORONTO, ONT.
Auto Electric Service Co., Ltd.
Barnes Battery & Ignition Service Ltd.
Toronto Ignition Co., Ltd.
Van Wagner's Auto Electric

VANCOUVER, B.C.
Boultbee Ltd.
Macfarlane & Co. Ltd.

VICTORIA, B.C.
Boultbee (Victoria) Ltd.

WINDSOR, ONT.
Howitt Battery & Electric Service Co., Ltd.

WINNIPEG, MAN.
Beattie Auto Electric Ltd.

WOODSTOCK, ONT.
Woodstock Auto Electric

Factory Data and Assistance With Any Electrical Problem Is Available From All Special Distributors

ELECTRIC AUTO-LITE LIMITED

SARNIA - ONTARIO

IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
OLDSMOBILE—Continued															
Eight	1938	DR	20	30	11	.0125	2°B	R	16258374	4.5	2.0	14mm	AC	45	.030
Six	1939	DR	0	14	10	.018	TDC	R	153624	4.5	2.0	14mm	AC	45	.040
35-00 & 36-00	1940	DR	0	14	10	.020	TDC	R	153624	4.5	2.0	14mm	AC	45	.040
Six	1941	DR	0	14	10	M	TDC	R	153624	4.5	2.0	14mm	AC	44	.040
Eight	1941	DR	0	15	7.5	.0125	2°B	R	16258374	4.5	2.0	14mm	AC	44	.030
PACKARD															
8 120	1935	AL	0	20	0	.018	5°B	A	16258374	4.7	1.0	14mm	AC	K-7	.025
8 1200-1-2	1935	DR	0	11	0	.018	6°B	A	16258374	4.7	1.0	14mm	AC	K-7	.025
8 Super 1203-4-5	1935	DR	0	19	0	.018	6°B	A	16258374	4.7	1.0	14mm	AC	K-7	.025
12 1207-1208	1935	DR	0	16	0	.018	8°B	A	g	4.7	1.0	14mm	AC	K-7	.025
8 120-B	1936	AL	0	20	0	.018	7°B	A	16258374	4.7	1.0	14mm	Cha	J-8	.028
8 1400-1-2	1936	DR	0	18	0	.018	6°B	A	16258374	4.7	1.0	14mm	Cha	J-8	.028
8 Super 1403-4-5	1936	DR	0	18	0	.018	6°B	A	16258374	4.7	1.0	14mm	Cha	J-8	.028
12 1407-8	1936	AL	0	12	0	.018	8°B	A	g	4.7	1.0	14mm	Cha	J-8	.028
Six	1937	b	0	21	15	.012	2½°B	A	153624	2.5	0.5	10mm	Va	Y-4	.028
Eight 120-C	1937	AL	0	20	15	.012	7°B	A	16258374	2.5	0.5	10mm	Va	Y-4	.028
Super 8	1937	b	0	20	13	.012	6°B	A	16258374	2.5	0.5	10mm	Va	Y-4	.028
Twelve	1937	AL	0	16	0	.018	6°B	A	g	2.5	0.5	10mm	Va	Y-4	.028
Six	1938	DR	0	21	15	.018	6°B	A	153624	2½	½	10mm	Va	K	.025
Eight	1938	AL	0	20	15	.012	8°B	A	16258374	2½	½	10mm	Va	K	.025
Super 8	1938	AL	0	20	13	.012	6°B	A	16258374	2½	½	10mm	Va	K	.025
Twelve	1938	AL	0	16	0	.018	6°B	A	g	2½	½	10mm	Va	K	.025
Six	1939	AL	0	8¾	8½	.018	6°B	A	153624	2½	½	10mm	Va	K	.025
Eight	1939	AL	0	8¾	7	.017	8°B	A	16258374	2½	½	10mm	Va	K	.025
Super 8	1939	AL	0	10½	6½	.017	7°B	A	16258374	2½	½	10mm	Va	K	.025
Twelve	1939	AL	0	8	0	.020	6°B	A	g	2½	½	10mm	Va	K	.025
Six	1940	DR	0	8.75	0	.020	6°B	A	153624	2½	½	10mm	Va	Ks	.025
Eight	1940	AL	0	11.5	0	.017	8°B	A	16258374	2½	½	10mm	Va	Ks	.025
Super 8	1940	AL	0	11.5	6.5	.017	5°B	A	16258374	2½	½	10mm	Va	Ks	.025
110-6	1941	AL	0	9.5	H	.020	6°B	R	153624	5	2.75	10mm	Va	Ks	.025
110-160-180-8	1941	AL	0	11.5	**	.017	5°B	R	16258374	5	2.4	10mm	Va	Ks	.025
120	1941	AL	0	11.5	5-7	.017	7°B	R	16258374	5	2.4	10mm	Va	Ks	.025
Super 8	1941	AL	0	11.5	5-7	.017	5°B	R	16258374	5	2.4	10mm	Va	Ks	.025
PLYMOUTH															
Six PJ	1935	AL	0	18	0	.020	4°A	U	153624	5.5	2.5	14mm	AC	S-9	.025
Six Std. PJ	1935	AL	0	18	0	.020	4°A	U	153624	5.5	2.5	14mm	AC	S-9	.025
Six DeL. PJ	1935	AL	0	18	0	.020	4°A	U	153624	5.5	2.5	14mm	AC	S-9	.025
Six Std. P1	1936	AL	0	18	0	.020	4°A	U	153624	5.5	2.5	14mm	Cha	J-8	.025
Six DeL. P2	1936	AL	0	18	0	.020	4°A	U	153624	5.5	2.5	14mm	Cha	J-8	.025
Six P-3, P-4	1937	AL	0	22	22	.020	4°A	U	153624	5.0	2.0	14mm	Cha	J-8	.025
Six P-5	1938	AL	0	22	22	.020	4°A	U	153624	5.0	2.0	14mm	Cha	J-8	.025
De L. 6 P-6	1938	AI	0	22	22	.020	4°A	U	153624	5.0	2.0	14mm	Cha	J-8	.025
Six P-7	1939	AL	0	11	10	.020	2°B	U	153624	5.0	2.0	14mm	Cha	J-8	.025

For key to abbreviations see page 55

A Canadian Manufacturer of

STARTING – LIGHTING – IGNITION

TORONTO HOME OF CMP

A FEW POINTS IN OUR POLICY

Defective Material. Every item is unconditionally guaranteed. Defective material is replaced without reserve. You do not need our written permission before returning. No formalities or red tape to make it difficult.

Obsolescence. No customer should carry on his shelves any CMP merchandise which he cannot sell. Full credit is given on its return, as long as in good condition. You do not need our written permission before returning. No formalities or red tape to make it difficult.

Price Changes. Where prices are reduced, customers will receive credit on all purchases made during the preceding 30 days.

•

Canada Motor Products Limited

Montreal TORONTO Winnipeg

Affiliated Companies: Dominion Bearings Ltd., Parts Specialties Ltd.

The above points of Policy are the main reasons for CMP growing from 1,200 square feet of factory space to 26,000 in 11 years

★ *Turn to page 68 for more information*

IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
PLYMOUTH—Continued															
DeLuxe 6 P-8	1939	AL	0	11	10	.020	2°B	U	153624	5.0	2.0	14mm	Cha	J-8	.025
Six P-9	1940	AL	0	12	12	.020	TDC	U	153624	5.5	2.25	14mm	AL	A-7	.025
DeLuxe 6 P-10	1940	AL	0	12	8	.020	TDC	U	153624	5.5	2.25	14mm	AL	A-7	.025
Roadking P-11	1941	AL	0	12	6-8	.020	TDC	R	153624	5.5	2.25	14mm	AL	A-7-B	.025
DeLuxe 6 P-12	1941	AL	0	11	9-11	.025	TDC	R	153624	5.5	2.25	14mm	AL	A-7-B	.025
PONTIAC															
Six	1935	DR	0	20	15	.020	4°B	R	153624	3.5	2.0	14mm	AC	K-7	.025
Eight	1935	DR	0	20	20	.018	4°B	R	16258374	3.5	2.0	14mm	AC	K-7	.025
Six Std.	1936	DR	20	22	17	.020	2°B	R	153624	3.5	2.0	14mm	AC	K-7	.025
Six DeL.	1936	DR	20	22	17	.020	2°B	R	153624	3.5	2.0	14mm	AC	K-7	.025
Eight	1936	DR	20	22	20	.018	2°B	R	16258374	3.5	2.0	14mm	AC	K-7	.025
Six "224"	1937	DR	0	40	21	.018	5°B	R	153624	4.8	2.5	14mm	AC	K-11	.040
Six 26-00	1938	DR	0	40	21	.018	5°B	R	153624	4.8	2.5	14mm	AC	46	.040
Six 25-00	1938	DR	0	42	17	.018	5°B	R	153624	4.8	2.5	14mm	AC	46	.040
Chieftain	1939	DR	0	14	7½	.018	6°B	R	153624	4.8	2.5	14mm	AC	45	.025
Arrow	1939	DR	0	25	8	.018	5°B	R	153624	4.8	2.5	14mm	AC	46	.040
Special 25-00	1940	DR	0	14½	7.5	.020	6°B	R	153624	4.5	2.5	14mm	AC	45	.025
Arrow	1940	DR	0	18.5	8.0	.018	5°B	R	153624	4.5	2.5	14mm	AC	44	.040
Fleet. & Torpedo 6	1941	DR	0	14¼	7.5	M	4°B	R	153624	3.5	2.0	14mm	AC	45	.025
REO															
Six Fly. Cld. 6A	1935	DR	0	12	0	.020	10°B	A	153624	5.0	2.0	18mm	Cha	C-7	.025
Six Royale 7S	1935	DR	0	16	0	.020	6°B	A	153624	5.0	1.5	18mm	Cha	No. 7	.025
Six Fly. Cld.	1936	DR	0	20	10	.020	2°B	A	153624	5.0	2.0	18mm	Cha	No. 7	.025
STUDEBAKER															
Dict. 6-1A	1935	AL	0	21	6	.020	TDC	R	153624	4.5	0.5	18mm	Cha	J-8	.023
Dict. 6-2A	1935	AL	0	21	6	.020	TDC	R	153624	4.5	0.5	18mm	Cha	J-8	.023
Comm. 8-1B	1935	DR	0	27	6	.020	TDC	R	16258374	4.5	0.5	18mm	Cha	J-8	.023
Pres. 8-1C	1935	DR	0	27	6	.020	TDC	R	16258374	4.5	0.5	18mm	Cha	J-8	.023
Dict. 6-3A	1936	DR	0	21	6	.020	2°B	A	153624	4.5	0.5	18mm	Cha	J-8	.023
Dict. 6-4A	1936	DR	0	21	6	.020	2°B	A	153624	4.5	0.5	18mm	Cha	J-8	.023
Pres. 8-2C	1936	DR	0	27	6	.020	TDC	A	16258374	4.0	0.5	18mm	Cha	J-8	.023
Dictator 6	1937	AL	0	21	12	.020	2°B	R	153624	4.5	1.0	18mm	Cha	8-A	.025
President 8	1937	DR	0	27	12	.020	TDC	R	16258374	4.5	1.0	18mm	Cha	8-A	.025
Six (7A)	1938	AL	0	11	6	.020	2°B	R	153624	4.5	1.0	18mm	Cha	8	.025
Commander 6 (8A)	1938	AL	0	10	6	.020	2°B	R	153624	4.5	1.0	18mm	Cha	8	.025
President 8 (4C)	1938	DR	0	29	—	.018	TDC	R	16258374	4.5	1.0	18mm	Cha	8	.025
Champion "G"	1939	AL	3¾	7	9½	.020	1°B	R	153624	4.5	1.0	18mm	Cha	8	.025
Commander 6 (9A)	1939	AL	0	10	6	.020	2°B	R	153624	4.5	1.0	18mm	Cha	8	.025
President 8 (5C)	1939	DR	0	14½	6	.018	TDC	R	16258374	4.5	1.0	18mm	Cha	8	.025
Champion 2-G	1940	AL	0	7	10	.020	2°B	R	153624	4.5	1.0	18mm	Cha	8	.025
Commander 6 (10A)	1940	AL	0	10	7	.020	2°B	R	153624	4.5	1.0	18mm	Cha	8	.025
President 8 (6C)	1940	DR	0	14.5	6	.0125	TDC	R	16258374	4.5	1.0	18mm	Cha	8	.025

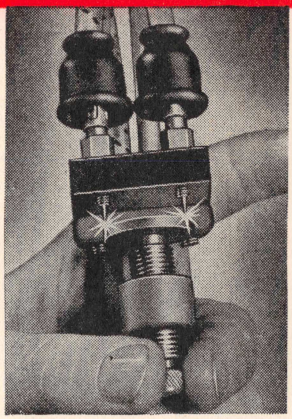
For key to abbreviations see page 55

Why Not Sell Cable The Easy Way?

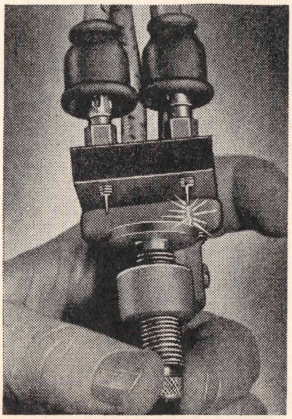
CABLE sales grow by leaps and bounds when you start demonstrating Steelductor. Car owners see faster starting, smoother acceleration, gas saving, demonstrated in a most convincing way with Steelductor Stainless Steel Ignition Cable.

You don't have to wait for old ignition cables to wear out. You profit by extra, new and immediate business. Often 3 or 4 sales will result from half a dozen 3-minute Steelductor Demonstrations. But that is not all. Once your customer gets thinking about cables, you will find it much easier to sell him Auto-Lite Battery Cables, too, and ground straps.

Steelductor and the new Demonstrator is the greatest tool for getting new cable business ever put into the mechanic's hands. Drop us a card for full information—or telephone your Distributor.



Plug Steelductor Demonstrator into two distributor contacts. Attach ground. Start engine—watch sparks cross equal gaps from both cables.



Now widen gap until copper misses. Steelductor continues with strong steady spark.

Steelductor

IGNITION CABLE

MADE IN CANADA

ELECTRIC AUTO-LITE LIMITED

SARNIA ONTARIO

IGNITION—IGNITION TIMING

Make and Model	Year	Ignition Unit—Make	Deg. Adv.—Manual	Deg. Adv.—Automatic	Deg. Adv.—Vacuum	Set Breaker Gap	Timing—Deg. B. or A. TDC at which Spark Occurs	Spark—Adv. or Retarded	Firing Order	Coil—Amp. Draw Engine Stopped	Coil—Amp. Draw Engine Running	Spark Plug—Thread Type	Make—Original Equipment	Model No.	Spark Plug Gap
STUDEBAKER—Continued															
Champion 6-3G	1941	AL	0	7	8-10	.020	2°B	R	153624	4-5	S	14mm	Cha	J8	.025
Comm. 6-11A	1941	AL	0	10	5-7	.020	2°B	R	153624	4-5	S	18mm	Cha	8	.025
President 8-7C	1941	AL	0	13.5	5-7	.020	TDC	R	16258374	4-5	S	18mm	Cha	8	.025
TERRAPLANE															
Six	1935	AL	0	29	0	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-7S	.022
Six	1936	AL	0	29	0	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8	.022
Six	1937	AL	0	28	0	.020	TDC	U	153624	4.2	1.8	14mm	Cha	J-8	.025
Special 80	1938	AL	—	14	—	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8A	.032
Super 82	1938	AL	—	14	—	.020	TDC	U	153624	4.5	2.5	14mm	Cha	J-8A	.032
WILLYS															
Four 77	1935	AL	0	25	0	.018	4°B	R	1342	4.0	2.5	18mm	Cha	C-7	.025
Four 77	1936	AL	0	25	0	.018	4°B	R	1342	4.0	2.5	18mm	Cha	C-7	.024
37	1937	AL	0	14	10	.020	5°A	A	1342	5.0	2.6	18mm	Cha	C-7	.025
4-38	1938	AL	0	14	10	.020	5°A	R	1342	4.0	2.5	18mm	Cha	C-7	.025
Four-48	1939	AL	0	9½	8	.020	5°A	R	1342	4.0	2.5	14mm	Cha	J-8	.025
Overland-39	1939	AL	0	9½	8	.020	TDC	R	1342	4.0	2.5	14mm	Cha	J-8	.025
Willys 440	1940	AL	0	9.5	11	.020	TDC	R	1342	4.0	2.5	14mm	Cha	J-8	.030
Willys Americar	1941	AL	0	9.5	11	.020	TDC	R	1342	5.0	2.5	14mm	B	B	.030

ABBREVIATIONS

a—Cast Iron Head, J-8; Aluminum Head, H-10. A—Advanced. AL—Auto-Lite. B—Auto-Lite or Champion J-8.

b—Auto-Lite or Delco-Remy. c—Auto-Lite B-7 or AC type 86. Cha—Champion.

d—1L, 2R, 5L, 6R, 2L, 8R, 6L, 4R, 8L, 7R, 4L, 3R, 7L, 1R, 3L, 5R. DR—Delco-Remy.

f—1L, 2R, 3L, 1R, 4L, 3R, 2L, 4R. FM—Ford-Mallory. g—1R, 6L, 5R, 2L, 3R, 4L, 6R, 1L, 2R, 5L, 4R, 3L.

H—6.5-8.5. h—1R, 1L, 4R, 4L, 2L, 3R, 3L, 2R. j—1L, 2R, 5L, 4R, 3L, 1R, 6L, 5R, 2L, 3R, 4L, 6R.

K—Champion Y-4 or AC 103-S. Ks—AC-104; Champion Y-4; K—14985211-1036712; M—.018-.024.

m—1L, 4R, 4L, 2L, 3R, 3L, 2R, 1R. NE—North-East. p—Cast Iron Head, TDC; Aluminum Head, 3°A.

R—Retarded. S—.5-.125. s—1L, 4R, 5L, 7R, 2L, 3R, 6L, 1R, 8L, 5R, 4L, 2R, 7L, 6R, 3L, 8R.

U—Automatic advance. Va—AC or Champion. w—1R, 5L, 4R, 8L, 6L, 3R, 7L, 2R.

*—H-10 with aluminum head. **—4.5-6.5. ‡—AL-6 used with aluminum head.

★ *Turn to page 68 for more information*

CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
AUBURN																				
6-53,54	1935-36	1	L	1	M	5¾	9	.137	18SG	2	W	EI	C	SF	S	40	9	Sc	Sh	N
8-51,52	1935-36	1	L	1	M	5½	9¾	.137	24SG	2	D	EI	C	SF	S	49	12	Sc	Sc	N
CADILLAC																				
V- 8 355E	1935	1¼	O	2	W	6½	9½	.120	24SG	4	O	DI	O	¾F	S	m	10	Sh	No	Y
V-12 370E	1935	1¼	O	2	W	5⅞	10	.120	18SG	4	O	DI	O	¾F	S	48	10	Sh	No	Y
V-16 452E	1935	1¼	O	2	W	6½	11	.135	24SG	4	O	DI	O	¾F	S	51	11	Sh	No	Y
V- 8 60	1936	1	L	1	W	6½	11	.137	36DE	2	O	BI	O	SF	S	41	10	Sh	No	N
V- 8 70,75	1936	1	L	1	W	6½	11	.137	36DE	2	O	BI	O	SF	S	46	10	Sh	No	N
V-12 80-85	1936	1	L	1	W	6½	11	.137	36DE	2	O	BI	O	SF	S	46	10	Sh	No	N
V-16	1936	1¼	O	2	W	6½	11	.135	24SG	4	O	BI	O	¾F	S	51	11	Sh	No	Y
V- 8 60	1937	1	L	1	W	6½	11	.137	36DE	2	O	BI	O	SF	H	48	13	Sh	No	N
V- 8 65	1937	1	L	1	W	6½	11	.137	36DE	2	O	BI	O	SF	S	43	10	Sh	No	N
V- 8 70	1937	1	L	1	W	6½	11	.137	36DE	2	O	BI	O	SF	S	43	10	Sh	No	N
V- 8 75	1937	1	L	1	W	6½	11	.137	36DE	2	O	BI	O	SF	S	46	10	Sh	No	N
V-12	1937	1	L	1	W	6½	11	.137	36DE	2	O	BI	O	SF	S	46	10	Sh	No	N
V-16	1937	1¼	L	2	W	6½	11	.135	24SG	4	O	BI	O	¾F	S	51	11	Sh	No	Y
V- 8 38-60&Spec.	1938	⅞	L	1	W	6½	10½	.123	36DE	2	O	BI	O	SF	H	48	13	Sh	No	N
V- 8 38-65	1938	⅞	L	1	W	6½	11	.123	36DE	2	O	BI	O	SF	H	43	10	Sh	No	N
V- 8 38-75	1938	⅞	L	1	W	6½	11	.123	36DE	2	O	BI	O	SF	H	46	10	Sh	No	N
V-16 38-90	1938	⅞	L	2	W	7	11½	.123	24SG	2	O	BI	O	¾F	H	51	11	Sh	No	Y
V-8 61	1939	⅞	L	1	W	6½	10½	.123	36DE	2	O	BI	O	SF	H	48	13	Sh	No	N
V-8 60S	1939	⅞	L	1	W	6½	11	.123	36DE	2	O	BI	O	SF	H	43	10	Sh	No	N
V-8 75	1939	⅞	L	1	W	6½	11	.123	36DE	2	O	BI	O	SF	H	46	10	Sh	No	N
V-16 90	1939	⅞	L	2	W	7	11½	.123	24SG	2	O	BI	O	¾F	H	51	11	Sh	No	Y
V-8 62	1940	⅞	L	1	W	7	10	.137	36DE	2	O	BI	O	SF	H	47	12	Sh	No	N
V-8 60S	1940	⅞	L	1	W	7	10	.137	36DE	2	O	BI	O	SF	H	47	12	Sh	No	N
V-8 75	1940	⅞	L	1	W	7	10	.137	36DE	2	O	BI	O	SF	H	47	12	Sh	No	N
Series 60, 61, 62, 63	1941	⅞	L	1	W	7	10½	.137	——	2	O	BI	O	SF	H	49	13	No	No	N
Series 67, 75	1941	⅞	L	1	W	7	11	.137	——	2	O	BI	O	SF	H	47	11	No	No	N
CHEVROLET																				
Six Stand.	1935	½	O	1	M	6¼	9	1/8	15SG	2	O	E	O	SF	S	37	9	Sh	No	N
Six Master	1935	½	O	1	F	6¼	9	1/8	15SG	2	O	EI	O	SF	S	41	10	Sh	No	N
Six Stand.	1936	½	O	1	F	6¼	9	1/8	15SG	2	O	E	O	SF	S	37	9	Sh	Sh	N
Six Master	1936	½	O	1	F	6¼	9	1/8	15SG	2	O	EI	O	SF	S	37	9	Sh	No	N
Master Six	1937	1¼	O	1	F	6¼	9	1/8	15SG	2	O	EI	O	SF	H	41	11	Sh	No	N
Master De L. 6	1937	1¼	O	1	F	6¼	9	1/8	15SG	2	O	EI	O	SF	H	41	11	Sh	No	N
Six	1938	¾	O	1	F	6¼	9	1/8	15SG	2	O	EI	O	SF	H	38	9	Sh	No	N
Six	1939	¾	O	1	F	6¼	9	.132	15SG	2	O	EI	O	SF	H	38	9	Sh	No	N
Six	1940	¾	O	1	F	6⅜	9⅛	.132	15SG	2	O	EI	O	SF	H	37	9	Sh	No	N
Six	1941	¾	O	1	C	6⅜	9⅛	.132	——	2	O	BI	O	SF	H	37	9	Sh	No	N
CHRYSLER																				
Six C6	1935	1 1/16	B	1	M	6⅜	9⅞	.133	24DS	2	O	BI	O	SF	S	53	8	Sh	Sh	Y
Eight CZ	1935	1 1/16	B	1	M	6⅜	9⅞	.133	24DS	2	O	BI	O	SF	H	41	10	Sh	Sh	Y
Eight C1 Airflow	1935	1 1/16	B	1	M	6⅜	11	.133	24DS	2	O	BIO	O	SF	S	43	10	Sh	Sh	Y
Eight C2 Airflow	1935	1 1/16	B	1	M	6⅜	11	.133	24DS	2	O	BIO	O	SF	S	43	10	Sh	Sh	Y
Six C7	1936	1 1/16	B	1	W	6⅜	9⅞	.133	36DP	2	O	BIO*	O	SF	H	41	10	Sh	Sh	Y
Eight C8	1936	1 1/16	B	1	W	6⅜	9⅞	.133	36DP	2	O	BIO*	O	SF	H	41	10	Sh	Sh	Y
Eight C9 Airf.	1936	1 1/16	B	1	W	6⅜	11	.133	40DP	2	O	BIO	O	SF	S	41	10	Sh	Sh	Y
8 Imp. C10 Airf.	1936	1 1/16	B	1	W	6⅜	11	.133	40DP	2	O	BIO	O	SF	S	43	10	Sh	Sh	Y
Six C-16	1937	1 1/16	B	1	W	6	10	1/8	36DP	2	O	BIO*	O	SF	H	41	10	Sh	Sh	—
De L. 8 C-14	1937	1 1/16	B	1	W	6	10	1/8	36DP	2	O	BIO	O	SF	H	43	10	Sh	Sh	—

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CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
CHRYSLER—Continued																				
Cus. Imp. C-15	1937	1 1/16	B	1	W	6 1/8	11	1/8	40DP	2	O	BIO	O	SF	H	50	11	Sh	Sh	—
Airflow C-17	1937	1 1/16	B	1	W	6 1/8	11	1/8	40DP	2	O	BIO	O	SF	S	43	10	Sh	Sh	—
Six C-18	1938	1	B	1	W	6	10	1/8	36DP	2	O	BIO*	O	SF	H	41	10	Sh	Sh	—
De L. 8 C-19	1938	1	B	1	W	6	10	1/8	36DP	2	O	BIO	O	SF	H	43	11	Sh	Sh	—
Cus. Imp. C-20	1938	1	B	1	W	6 1/8	11	1/8	40DP	2	O	BIO	O	SF	H	50	11	Sh	Sh	—
Six C-22	1939	1	B	1	W	7	10	1/8	36DP	2	O	BIO*	O	SF	H	41	10	Sh	Sh	—
De Luxe 8	1939	1	B	1	W	6 1/2	11	1/8	36DP	2	O	BIO	O	SF	H	43	11	Sh	Sh	—
Custom Imperial	1939	1	B	1	W	6 1/8	11	1/8	40DP	2	O	BIO	O	SF	H	50	11	Sh	Sh	—
Six C-25	1940	A	B	1	W	7	10	1/8	36DP	2	O	EIO*	O	SF	H	39	10	SS	Sh	N
DeLuxe 8 C-26	1940	A	B	1	W	6 1/2	11	1/8	36DP	2	O	EIP	O	SF	H	43	11	SS	Sh	N
Cus. Imp. C-27	1940	A	B	1	W	6	10	1/8	40DP	2	O	EIO	O	SF	H	41	9	SS	Sh	N
Royal 6 C-28	1941	A	B	1	F	7	10	.125	—	2	O	BIO	O	SF	H	39	10	SS	Sh	N
Roy. Wind. C-28W	1941	A	B	1	W	6	9 1/4	.125	—	2	O	ST	O	SF	H	39	11	SS	Sh	N

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CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
CHRYSLER—Continued																				
N.Yorker 8 C-30	1941	A	B	1	F	6	10	.125	—	2	O	BIO	O	SF	H	43	11	SS	Sh	N
Crown Imp. C-33	1941	A	B	1	F	6	10	.125	—	2	O	BIO	O	SF	H	41	9	SS	Sh	N
DE SOTO																				
Six SF	1935	1 1/16	B	1	M	6 1/8	9 7/8	.133	24DS	2	O	BI	O	SF	S	35	9	Sh	Sh	Y
Six SG Airflow	1935	1 1/16	B	1	M	6 3/8	9 7/8	.133	24DS	2	O	BI	O	SF	H	41	10	Sh	Sh	Y
Six Cust. S1	1936	1 1/16	B	1	W	6 3/8	9 7/8	.133	36DP	2	O	BIO	O	SF	H	41	10	Sh	Sh	Y
Six S2 Airflow	1936	1 1/16	B	1	W	6 3/8	9 7/8	.133	36DP	2	O	BIO	O	SF	H	39	9	Sh	Sh	Y
Six S-3	1937	1 1/16	B	1	W	6	10	1/8	36DP	2	O	BIO*	O	SF	H	39	10	Sh	Sh	—
Six S-5	1938	1 1/16	B	1	W	6	10	1/8	36DP	2	O	BIO*	O	SF	H	41	10	Sh	Sh	—
Six S-6	1939	1	B	1	W	7	10	1/8	36DP	2	O	BIO*	O	SF	H	41	10	Sh	Sh	—
Six S-7	1940	A	B	1	W	7	10	1/8	36DP	2	O	EIO*	O	SF	H	41	10	SS	Sh	N
De Luxe S-8	1941	A	B	1	F	7	10	1/8	—	2	O	BI	O	SF	H	41	10	SS	Sh	N
Cus. S-8 (FluidDr.) '41		A	B	1	F	6	9 1/4	1/8	—	2	O	ST	O	SF	H	39	11	SS	Sh	N
DODGE																				
Six DU	1935	1 1/16	B	1	M	6 1/8	9 7/8	.133	24DS	2	O	BI	O	SF	S	33	8	Sh	Sh	Y
Six DV	1935	1 1/16	B	1	M	5 7/8	9 1/4	.133	24DS	2	O	BI	O	SF	S	33	8	Sh	Sh	Y
Six D2	1936	1 1/16	B	1	M	6 1/8	9 7/8	a	24DS	2	O	BI	O	SF	S	33	8	Sh	Sh	Y
Six D3, D4	1936	1 1/16	B	1	M	5 7/8	9 1/4	.133	24DS	2	O	BI	O	SF	S	33	8	Sh	Sh	Y
Std. 6 D-6	1937	1 1/16	B	1	M	5 7/8	9 1/4	.133	24DS	2	O	BI	O	SF	H	39	10	Sh	Sh	—
De L. 6 D-7	1937	1 1/16	B	1	M	5 7/8	9 1/4	.133	24DS	2	O	BI	O	SF	H	41	10	Sh	Sh	—
Big 6 D-5	1937	1 1/16	B	1	M	6	10	1/8	36DP	2	O	BI	O	SF	H	41	10	Sh	Sh	—
Std. 6 D-9	1938	1 1/16	B	1	M	5 5/8	9 1/4	.133	24DS	2	O	BI	O	SF	H	39	10	Sh	Sh	—
De L. 6 D-10	1938	1 1/16	B	1	M	5 3/8	9 1/4	.133	24DS	2	O	BI	O	SF	H	41	10	Sh	Sh	—
Big 6 D-8	1938	1 1/16	B	1	M	6	10	1/8	36DP	2	O	BI	O	SF	H	41	10	Sh	Sh	—
De Luxe 6 D-12	1939	1	B	1	M	5 5/8	9 1/4	.133	24DS	2	O	BI	O	SF	H	39	10	Sh	Sh	—
Standard 6 D-13	1939	1	B	1	M	5 5/8	9 1/4	.133	24DS	2	O	BI	O	SF	H	41	10	Sh	Sh	—
Big 6 D-11	1939	1	B	1	M	6	10	1/8	36DP	2	O	BI	O	SF	H	41	10	Sh	Sh	—
Std. 6 D-15	1940	A	B	1	M	6	9 1/4	1/8	36DP	2	O	EI	O	SF	H	39	10	SS	Sh	—
DeLuxe 6 D-16	1940	A	B	1	M	6	9 1/4	1/8	36DP	2	O	EI	O	SF	H	41	10	SS	Sh	—
Big 6 D-14	1940	A	B	1	M	7	10	1/8	36DP	2	O	EI	O	SF	H	41	10	SS	Sh	—
Kingsway 6 D-20	1941	A	B	1	F	6	9 1/4	.125	—	2	O	EI	O	SF	H	41	10	SS	Sh	N
De Luxe 6 D-21	1941	A	B	1	F	6	9 1/4	.125	—	2	O	EI	O	SF	H	41	10	SS	Sh	N
Lux. Liner D-19	1941	A	B	1	F	7FD	10FD	.125	—	2	O	BI	O	SF	H	41	10	SS	Sh	N
FORD																				
V-8	1935	1 1/2	L	1	M	5 3/4	9	.137	18SG	2	O	EI	O	3/4F	S	37	9	N	Sc	N
V-8	1936	1 1/2	L	1	M	5 3/4	9	.137	18SG	2	O	BI	O	3/4F	S	37	9	N	Sc	N
V-8 60	1937	1 1/2	L	1	M	6	8 1/2	1/8	18SG	2	O	BI	O	3/4F	S	40	9	No	Sc	N
V-8 85	1937	1 1/2	L	1	M	5 3/4	9	.140	18SG	2	O	BI	O	3/4F	S	34	9	No	Sc	N
V-8 60	1938	3/4	L	1	M	6	9	.137	18SG	2	O	BI	O	3/4F	S	40	9	No	Sc	N
V-8 85	1938	3/4	L	1	M	5 3/4	9	.137	18SG	2	O	BI	O	3/4F	S	34	9	No	Sc	N
V-8 85	1939	3/4	L	1	M	5.76	9	.137	18SG	2	O	BI	O	3/4F	S	34	9	No	No	N
Mercury	1939	1 1/2	L	1	M	5.76	9	.137	18SG	2	O	BI	O	3/4F	S	39	11	No	No	N
V-8 85	1940	3/4	L	1	M	5.76	9	.137	18SG	2	O	BI	O	3/4F	S	34	9	No	No	N
Mercury	1940	1 1/2	L	1	M	5.76	9	.137	18SG	2	O	BI	O	3/4F	S	39	11	No	No	N
V-8 85	1941	1	O	1	M	5.76	9	.137	18SG	2	O	BI	O	3/4F	S	34	9	No	SS	N
Mercury	1941	1	O	1	a	6.75	10	.125	32DP	2	O	BI	O	3/4F	S	39	11	No	SS	N
GRAHAM																				
Six	1935	1 1/4	I	1	M	5 1/8	7 7/8	1/8	16AS	2	W	EI	S	SF	S	50	11	Sh	No	N
Six Spec.	1935	1 1/4	L	1	M	5 3/4	9	9/64	18SG	2	W	EI	S	SF	S	47	11	Sh	No	N
Eight	1935	1 1/4	L	1	M	5 1/2	9 3/4	9/64	24SG	2	W	EI	S	SF	S	47	11	Sh	No	N

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Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
GRAHAM—Continued																				
6-80 Crusader	1936	1½	I	1	M	5⅛	7⅞	⅛	16AS	2	W	EI	S	SF	S	50	11	Sh	No	N
6-90 Cavalier	1936	1¼	I	1	W	5⅝	9	⅛	32DB	2	W	BIF*	S	SF	S	47	11	Sh	No	N
6-110 Super C	1936	1¼	I	1	W	5⅝	9	⅛	32DB	2	W	BIF*	S	SF	S	47	11	Sh	No	N
Crusader 85	1937	1½	I	1	M	5⅛	7⅞	⅛	18SG	2	W	EI	S	SF	S	50	11	Sh	No	N
Cavalier 95	1937	¾	L	1	M	5½	8⅞	⅛	18SG	2	W	EI	S	SF	S	49	11	Sh	No	N
Supercharger 116	1937	¾	L	1	M	5½	8⅞	⅛	18SG	2	W	BIO*	S	SF	S	47	11	Sh	No	N
Cus. Super C 120	1937	¾	L	1	M	5½	8⅞	⅛	18SG	2	W	BIO*	S	SF	S	47	11	Sh	No	N
Special	1938	¾	L	1	M	6	9½	⅛	18SG	2	W	BIO*	S	SF	H	47	11	Sh	Sh	N
Supercharger	1938	¾	L	1	M	6	9½	⅛	18SG	2	W	BIO*	S	SF	H	47	11	Sh	Sh	N
Six-96	1939	¾	L	1	M	6	9½	⅛	18SG	2	W	BIO*	S	SF	H	47	11	Sh	Sh	N
Six-97	1939	¾	L	1	M	6	9½	⅛	18SG	2	W	BIO*	S	SF	H	47	11	Sh	Sh	N
Six-107	1940	¾	L	1	M	6	9½	⅛	18SG	2	W	BIO*	S	SF	H	47	11	Sh	Sh	N
Six-108	1940	¾	L	1	M	6	9½	⅛	18SG	2	W	BIO*	S	SF	H	47	11	Sh	Sh	N

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CLUTCH—TRANSMISSION—REAR AXLE

Make and Mode	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
HUDSON																				
Big Six	1935	1	O	1	C	5 3/8	8 5/8	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Eight	1935	1	O	1	C	6 3/8	9 3/4	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six	1936	1 1/2	O	1	C	5 3/8	8 5/8	13/64	—	—	O	E	S	SF	S	37	9	Sh	Sh	N
Eight	1936	1 1/2	O	1	C	6 3/8	9 3/4	13/64	—	—	O	E	S	SF	S	37	9	Sh	Sh	N
Six	1937	1 1/2	O	1	A	5 3/8	8 5/8	13/64	—	-	O	E	O	SF	S	37	9	Sh	Sh	N
Eight	1937	1 1/2	O	1	A	6 3/8	9 3/4	13/64	—	-	O	E	O	SF	S	37	9	Sh	Sh	N
Six	1938	1 1/2	O	1	A	5 3/8	8 5/8	13/64	—	-	O	E	O	SF	S	37	9	Sh	Sh	N
Eight	1938	1 1/2	O	1	A	6 3/8	9 3/4	13/64	—	-	O	E	O	SF	S	37	9	Sh	Sh	N
112	1938	1 1/2	O	1	A	5 3/8	8 5/8	13/64	—	-	O	E	O	SF	S	41	9	Sh	Sh	N
Six-93	1939	1 1/2	O	1	A	5 3/8	8 5/8	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six-91	1939	1 1/2	O	1	A	5 3/8	8 5/8	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six-92	1939	1 1/2	O	1	A	5 3/8	8 5/8	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Eight-95	1939	1 1/2	O	1	A	6 3/8	9 3/4	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Eight-97	1939	1 1/2	O	1	A	6 3/8	9 3/4	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six-90	1939	1 1/2	O	1	A	5 3/8	8 5/8	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six-98	1939	1 1/2	O	1	A	5 3/8	8 5/8	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six-41	1940	1 1/2	O	1	A	5 1/4	8 11/16	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six-43	1940	1 1/2	O	1	A	6 3/8	9 13/16	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six-48	1940	1 1/2	O	1	A	5 1/4	8 11/16	13/64	—	—	O	E	O	SF	S	41	9	Sh	Sh	N
Eight-44	1940	1 1/2	O	1	A	6 3/8	9 13/16	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Eight-47	1940	1 1/2	O	1	A	6 3/8	9 13/16	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six-40	1940	1 1/2	O	1	A	5 1/4	8 11/16	13/64	—	—	O	E	O	SF	S	41	9	Sh	Sh	N
Six-10	1941	1 1/2	O	1	A	5 1/4	8 11/16	13/64	—	—	O	BI	O	SF	S	41	9	Sh	Sh	N
Six-10*	1941	1 1/2	O	1	A	6 3/8	9 13/16	13/64	—	—	O	BIO	O	SF	S	41	9	Sh	Sh	N
Six-11, 12	1941	1 1/2	O	1	A	5 1/4	8 11/16	13/64	—	—	O	BI	O	SF	S	37	9	Sh	Sh	N
Six-11*, 12*, 18	1941	1 1/2	O	1	A	6 3/8	9 13/16	13/64	—	—	O	BIO	O	SF	S	37	9	Sh	Sh	N
Eight	1941	1 1/2	O	1	A	6 3/8	9 13/16	13/64	—	—	O	BIO	O	SF	S	37	9	Sh	Sh	N
HUPMOBILE																				
Six 517	1935	1	B	1	M	6 1/8	9 7/8	1/8	24DS	2	W	EI	S	SF	S	48	11	Sh	Sh	N
Six 518	1935	3/4	B	1	M	6 1/8	9 7/8	1/8	24DS	2	W	EI	S	SF	S	47	11	Sh	Sh	N
Eight 521-0	1935	1	L	1	M	6	10	9/64	24SG	2	W	BI	S	SF	H	47	11	Sh	Sh	N
Eight 527	1935	3/4	L	1	M	5 1/2	9 3/4	9/64	24SG	2	W	EI	S	SF	H	9	11	Sh	Sh	N
Six 618-G	1936	1	B	1	M	6 1/8	9 7/8	1/8	24DS	2	W	BIO*	S	SF	S	47	11	Sh	Sh	N
Eight 621-N	1936	1	L	1	M	6	10	.137	24SG	2	W	BIO	S	SF	H	47	11	Sh	Sh	N
6-622E	1938	—	B	1	C	6 1/8	9 7/8	1/8	CB	2	W	—	S	SF	S	50	11	Sh	Sh	N
8-825H	1938	—	L	1	C	6	10	.137	CB	2	W	—	S	SF	H	50	11	Sh	Sh	N
6-922E	1939	3/4	B	1	C	6 1/8	9 7/8	1/8	CB	2	W	EI	S	SF	S	50	11	Sh	Sh	N
8-925H	1939	1 1/4	L	1	C	6	10	.137	CB	2	W	EI	S	SF	H	50	11	Sh	Sh	N
LINCOLN-ZEPHYR																				
Continental	1941	1 1/2	L	1	W	6.75	10	.137	—	2	O	BI	O	3/4F	H	40	9	No	Sh	N
LAFAYETTE																				
Six 3510	1935	1	B	2	M	5 3/4	9	9/64	12AS	2	O	EI	O	SF	S	47	10	Sh	Sh	N
Six 3610	1936	1	B	1	M	5 3/4	9	9/64	12AS	2	O	EI	O	SF	S	40	9	Sh	Sh	N

For key to abbreviations see page 73

CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
LA SALLE																				
Eight 35-50	1935	1	B	1	W	6	10	1/8	24SG	2	O	BI	O	SF	S	41	9	Sh	No	N
Eight 36-50	1936	1	L	1	W	6	10	1/8	24SG	2	O	BI	O	SF	S	41	9	Sh	No	N
Eight	1937	1	L	1	W	6 1/2	10 1/2	.137	24SG	2	O	BI	O	SF	H	47	12	Sh	No	N
38-50	1938	7/8	L	1	W	6 1/2	10 1/2	.123	24SG	2	O	BI	O	SF	H	47	12	Sh	No	N
39-50	1939	7/8	L	1	W	6 1/2	10 1/2	.123	24SG	2	O	BI	O	SF	H	47	12	Sh	No	N
40-50 and 40-52	1940	7/8	L	1	W	6 3/4	10	.137	24SG	2	O	BI	O	SF	H	47	12	Sh	No	N
McLAUGHLIN-BUICK																				
Eight 40	1934-5	3/4	B	1	M	6 1/8	9 3/8	.133	12AS	2	O	BI	O	SF	S	39	9	Sh	Sh	N
Eight 50	1934-5	1	O	1	W	6 1/4	9 1/2	.130	20SG	2	O	BI	O	SF	S	44	9	Sc	Sc	Y
Eight 60	1934-5	1	O	1	W	6 1/4	9 7/8	.130	20SG	2	O	BI	O	3/4F	S	47	10	Sc	Sc	Y
Eight 90	1934-5	1	O	2	W	6 1/2	9	.135	12SG	4	O	BI	O	3/4F	S	48	11	Sc	Sc	Y
Eight 44	1936	3/4	B	1	W	6 5/8	9 1/2	.133	36DP	2	O	BI	O	SF	S	40	9	Sh	Sh	N
Eight 46	1936	3/4	L	1	W	6 1/2	11	9/64	36DE	2	O	BI	O	SF	S	39	10	Sh	Sh	N
Eight 48	1936	3/4	L	1	W	6 1/2	11	9/64	36DE	2	O	BI	O	SF	S	38	9	Sh	Sh	N
Eight 49	1936	3/4	L	1	W	6 1/2	11	9/64	36DE	2	O	BI	O	3/4F	S	41	9	Sc	Sc	Y
44 Special	1937	3/4	L	1	W	6	10	1/8	24SG	2	O	BI	O	SF	H	44	10	Sh	No	N
46 Century	1937	3/4	L	1	W	6 1/2	11	9/64	36DE	2	O	BI	O	SF	H	39	10	Sh	No	N
48 Roadmaster	1937	3/4	L	1	W	6 1/2	11	9/64	36DE	2	O	BI	O	SF	S	38	9	Sh	No	N
49 Limited	1937	3/4	L	1	W	6 1/2	11	9/64	36DE	2	O	BI	O	SF	S	37	8	Sh	No	N
44 Special	1938	3/4	L	1	W	6	10	1/8	24SG	2	O	BI	O	SF	H	44	10	Sh	No	N
46 Century	1938	3/4	L	1	W	6 1/2	11	1/8	36DE	2	O	BI	O	SF	H	39	10	Sh	No	N
48 Roadmaster	1938	3/4	L	1f	W	6 1/2	11	1/8	36DE	2	O	BI	O	SF	H	46	11	Sh	No	N
49 Limited	1938	3/4	L	1f	W	6 1/2	11	1/8	36DE	2	O	BI	O	SF	H	41	9	Sh	No	N
44 Special	1939	3/4	B	1	W	7	10	1/8	24SG	2	O	BI	O	SF	H	44	10	Sh	No	N
46 Century	1939	3/4	B	1	W	6 1/2	10 1/2	1/8	36DE	2	O	BI	O	SF	H	39	10	Sh	No	N
48 Roadmaster	1939	3/4	B	1f	W	6 1/2	10 1/2	1/8	36DE	2	O	BI	O	SF	H	46	11	Sh	No	N
49 Limited	1939	3/4	B	1f	W	6 1/2	10 1/2	1/8	36DE	2	O	BI	O	SF	H	41	9	Sh	No	N
44-00 & 45-00	1940	3/4	B	1	W	6 3/4	10	1/8	24SG	2	O	BI	O	SF	H	44	10	Sh	No	N
47 Roadmaster	1940	3/4	LB	1	W	6 1/2	10 1/2	1/8	36DE	2	O	BI	O	SF	H	39	10	Sh	No	N
Spec. 44; Super 45	1941	3/4	XX	1	W	6 1/2	10	1/8	——	2	O	BI	O	SF	H	44	10	Sh	No	N
Series 46, 47, 49	1941	3/4	XX	1	W	6 1/2	10 1/2	1/8	——	2	O	BI	O	SF	H	39	10	Sh	No	N
NASH																				
8Adv. 3520	1935	1/2	B	1	M	6 1/8	9 7/8	1/8	24DS	2	O	EIO*	O	SF	S	40	9	Sh	Sh	N
8Adv. 3580	1935	1/2	B	1	M	6 1/8	9 7/8	1/8	24DS	2	O	EIO*	O	SF	S	44	10	Sh	Sh	N
8Amb. 3588	1935	1/2	B	1	M	6 1/8	9 7/8	1/8	24DS	2	O	EIO*	O	SF	S	44	10	Sh	Sh	N
8x 400	1935-36	1/2	B	1	a	5 5/8	9 1/4	.133	24DS	2	W	EI	O	SF	S	41	10	Sh	Sh	N
6 Amb.	1936	1/2	B	1	M	6 1/4	9 7/8	1/8	24DS	2	O	BIO*	O	SF	S	40	9	Sh	Sh	N
8 Super-Amb.	1936	1/2	B	1	M	6 1/8	9 7/8	1/8	24DS	2	O	BIO*	O	SF	S	44	10	Sh	Sh	N
Lafayette 400	1937	1	B	1	W	5 5/8	9 1/4	1/8	32DP	2	O	EI	O	SF	S	37	9	Sh	Sh	N
Ambassador 6	1937	1	B	1	W	6 1/4	10	1/8	36DP	2	O	BI	O	SF	S	37	9	Sh	Sh	N
Ambassador 8	1937	1	B	1	W	6 1/8	10	1/8	36DP	2	O	BI	O	SF	S	41	10	Sh	Sh	N
Lafayette	1938	1	B	1	W	5 5/8	9 1/4	1/8	32DP	2	O	BI	O	SF	S	37	9	Sh	Sh	N
Ambassador 6	1938	1	B	1	W	6 1/4	10	1/8	36DP	2	O	BI	O	SF	S	37	9	Sh	Sh	N
mbassador 8	1938	1	B	1	W	6 1/8	10	1/8	36DP	2	O	BI	O	SF	S	41	10	Sh	Sh	N
Lafayette	1939	1	B	1	W	5 5/8	9 1/4	1/8	32DP	2	O	BI	O	SF	H	41	10	Sh	Sh	N
Ambassador 6	1939	1	B	1	W	6 1/4	10	1/8	36DP	2	O	BI	O	SF	H	41	10	Sh	Sh	N
Ambassador 8	1939	1	B	1	W	6 1/8	10	1/8	36DP	2	O	BI	O	SF	H	40	9	Sh	Sh	N
Lafayette	1940	1	B	1	W	5 5/8	9 1/4	.133	32DP	2	O	BI	O	SF	H	41	10	Sh	Sh	N
Ambassador 6	1940	1	B	1	W	6 1/4	10	.133	36DP	2	O	BI	O	SF	H	41	10	Sh	Sh	N
Ambassador 8	1940	1	B	1	W	6 1/8	10	1/8	36DP	2	O	BI	O	SF	H	40	9	Sh	Sh	N
Ambassador 600	1941	1	B	1	MM	5 3/8	8	1/8	——	2	W	BI	O	SF	H	37	9	Sh	Sh	N
Ambassador 6	1941	1	B	1	C	7	10	.133	——	2	O	BI	O	SF	H	41	10	Sh	Sh	N
Ambassador 8	1941	1	B	1	C	7	10	.133	——	2	O	BI	O	SF	H	41	10	Sh	Sh	N

For key to abbreviations see page 73

CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
OLDSMOBILE																				
Six F-35	1935	1	B	1	W	5⅝	9	.133	24DS	2	O	BI	O	SF	S	40	9	Sh	No	N
Eight L-35	1935	1	B	1	W	6⅛	9⅞	.133	24DS	2	O	BI	O	SF	S	40	9	Sh	No	N
Six F-36	1936	1	B	1	W	5⅝	9	.132	24DS	2	O	BI	O	SF	S	41	9	Sh	No	N
Eight L-36	1936	1	B	1	W	6⅛	9⅞	.125	36DP	2	O	BI	O	SF	S	41	9	Sh	No	N
Six	1937	1¼	B	1	W	5⅝	9¼	1/8	32DP	2	O	EI	O	SF	S	38	9	Sh	No	N
Six	1938	¾	B	1	W	5⅝	9¼	1/8	32DP	2	O	EI	O	SF	S	38	9	Sh	No	N
Eight	1938	¾	B	1	W	6	10	1/8	—	2	O	EI	O	SF	S	35	8	Sh	No	N
Six	1939	¾	B	1	C	6	9¼	1/8	32DP	2	O	BI	O	SF	S	38	9	Sh	No	N
35-00 & 36-00	1940	1	B	1	C	6	9¼	1/8	32DP	2	O	EI	O	SF	H	43	10	Sh	No	N
Six	1941	1	B	1	C	6	9¼	1/8	——	2	O	BI	O	SF	H	43	10	Sh	No	N
Eight	1941	1	B	1	C	7	10	1/8	——	2	O	BI	O	SF	H	41	10	Sh	No	N
PACKARD																				
8-120	1935	1	L	1	W	6	10	.137	24SG	2	O	EI	O	SF	H	—	—	Sh	Sc	N
Eight	1935	1	L	1	C	7	12	.137	36DE	2	O	EI	O	SF	H	61	14	Sh	Sc	Y
Super Eight	1935	1	L	1	C	7	12	.137	36DE	2	O	EI	O	SF	H	61	13	Sh	Sc	Y
Twelve	1935	1	L	1	C	7	12	.137	36DE	2	O	EI	O	SF	H	75	16	Sh	Sc	Y
8-120B	1936	1	L	1	W	6	10	.137	24SG	2	O	EI	O	SF	H	—	—	Sh	Sh	N
Eight	1936	1	L	1	C	7	12	.137	36DE	2	O	EI	O	SF	H	—	—	Sh	Sc	Y
Super Eight	1936	1	L	1	C	7	12	.137	36DE	2	O	EI	O	SF	H	—	—	Sh	Sc	Y
Twelve	1936	1	L	1	C	7	12	.137	36DE	2	O	EI	O	SF	H	—	—	Sh	Sc	Y
Six	1937	1½	L	1	W	5¾	9½	.137	24SG	2	O	BI	O	SF	H	48	11	No	—	N
Eight 120-C	1937	1½	L	1	W	6	10	.137	24SG	2	O	BI	O	SF	H	45	11	No	—	N
Super 8	1937	1	L	1	M	7	12	.140	36DE	2	O	BR	O	SF	H	61	14	Sh	Sc	N
Twelve	1937	1	L	1	W	7	12	.187	36DE	2	O	BR	O	SF	H	75	17	Sh	Sc	N
Six	1938	1½	L	1	W	6	9½	.125	24SG	2	O	BI	O	SF	H	50	11	No	—	N
Eight	1938	1½	L	1	W	6	10	.137	24SG	2	O	BI	O	SF	H	48	11	No	—	N
Super 8	1938	1	L	1	M	7	12	.137	36DE	2	O	BR	O	SF	H	61	13	Sh	Sc	N
Twelve	1938	1	L	1	W	7	12	.137	36DE	2	O	BR	O	SF	H	75	17	Sh	Sc	N
Six	1939	1½	L	1	W	6	9½	.125	24SG	2	O	BI	O	SF	H	50	11	No	—	N
Eight	1939	1½	L	1	W	6	10	.125	24SG	2	O	BI	O	SF	H	48	11	No	—	N
Super 8	1939	1¾	L	1	W	6½	11	.125	36DE	2	O	BR	O	SF	H	48	11	Sh	Sc	N
Twelve	1939	1	L	1	M	7	12	.137	36DE	2	O	BR	O	SF	H	75	17	Sh	Sc	N
Six	1940	1½	L	1	W	6	9½	.125	24SG	2	O	BI	O	SF	H	50	11	No	—	N
Eight	1940	1½	L	1	W	6	10	.125	24SG	2	O	BI	O	SF	H	48	11	No	—	N
Super 8	1940	1¾	L	1	M	6½	11	.125	36DE	2	O	BI	O	SF	H	61	13	Sh	Sc	N
110	1941	1½	L	1	W	6	9½	.125	24SG	2	O	BI	O	SF	H	43	10	Sh	—	N
120	1941	1½	L	1	W	6	10	.125	24SG	2	O	BI	O	SF	H	45	11	Sh	—	N
Super 8	1941	1¾	L	1	W	6½	11	.125	36DE	2	O	BI	O	SF	H	x	y	Sh	—	N
PLYMOUTH																				
Six	1935-36	1 1/16	B	1	M	5⅝	9¼	.133	24DS	2	O	BI	O	SF	S	33	8	Sh	Sh	Y
Six P-3	1937	1 1/16	B	1	M	5⅝	9¼	.133	24DS	2	O	BI	O	SF	H	39	10	Sh	Sh	—
De L. 6, P-4	1937	1 1/16	B	1	M	5⅝	9¼	.133	24DS	2	O	BI	O	SF	H	41	10	Sh	Sh	—
Six P-5	1938	1 1/16	B	1	M	5⅝	9¼	.133	24DS	2	O	BR	O	SF	H	39	10	Sh	Sh	—
De L. 6 P-6	1938	1 1/16	B	1	M	5⅝	9¼	.133	24DS	2	O	BR	O	SF	H	41	10	Sh	Sh	—
Six P-7	1939	1	B	1	M	5⅝	9¼	.133	24DS	2	O	BR	O	SF	H	39	10	Sh	Sh	—
De Luxe P-8	1939	1	B	1	M	5⅝	9¼	.133	24DS	2	O	BR	O	SF	H	41	10	Sh	Sh	—
Six P-9	1940	A	B	1	M	6	9¼	.125	24DS	2	O	EI	O	SF	H	39	10	SS	Sh	—
DeLuxe 6 P-10	1940	A	B	1	M	6	9¼	.125	24DS	2	O	EI	O	SF	H	41	10	SS	Sh	—
Roadking P-11	1941	A	B	1	F	6	9¼	.125	—	2	O	BI	O	SF	H	41	10	SS	Sh	N
DeLuxe P-12	1941	A	B	1	F	6	9¼	.125	—	2	O	BI	O	SF	H	41	10	SS	Sh	N

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For key to abbreviations see page 73

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Batteries and Battery Service

Battery Cables

Bearings

Bolts, Bushings, Shackles Cap Screws

Brake Fluid (Hydraulic)

Brake Lining

Brake Lining Rivets

Brake Parts, Cables, Etc.

Brake Servicing Equipment

Car Washers

Carburetors and Parts, Tools and Testers

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Clutch Discs and Assemblies

Clutch Facings and Clutch Plates

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Crankshaft Reconditioning & Equipment

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Financing — Shop Equipment

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Fuel Pumps, Parts, Lines, Fittings, Tools, Testers

Fuels

Gaskets

Gears—Flywheel, Starter

Generators and Parts

Headlight Service and Instruments

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Ignition, Parts, Coils, Condensers, Etc.

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Pistons

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Presses — Hydraulic and Mechanical

Radiators and Radiator Service

Rear Axle

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Spark Plugs

Speedometers, Parts, Tools, Service

Starter Parts and Service

Tie Rods

Timing Chains

Tire Tubes

Tires — Tire Accessories

Tools — Wrenches

Transmission Gears and Assemblies

Tune-Up and Break-In Oils

Undercarriage Servicing Equipment

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Water Pumps and Parts

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CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled?	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
(Continued from page 63)																				
PONTIAC																				
Six	1935	1	O	1	M	6¼	9⅞	⅛	20SG	2	O	EI	O	SF	S	40	9	Sh	Sh	Y
Eight	1935	1	O	1	M	6¼	9⅞	⅛	20SG	2	O	EI	O	SF	S	40	9	Sh	Sh	Y
Six	1936	1	L	1	M	6¼	9⅞	⅛	24SG	2	O	BI	O	SF	S	40	9	Sh	Sh	N
Eight	1936	1	L	1	M	6¼	9⅞	⅛	24SG	2	O	BI	O	SF	S	41	9	Sh	Sh	N
Six 224	1937	1¼	O	1	F	6¼	9	⅛	15SG	2	O	EI	O	SF	S	38	9	Sh	No	N
Six 26-00	1938	1¼	O	1	F	6¼	9	⅛	15SG	2	O	EI	O	SF	S	38	9	Sh	No	N
Six 25-00	1938	1¼	O	1	F	6¼	9	⅛	15SG	2	O	EI	O	SF	H	38	9	Sh	No	N
Chieftain	1939	1¼	O	1	F	6¼	9	⅛	15SG	2	O	EI	O	SF	S	38	9	Sh	No	N
Arrow	1939	¾	O	1	F	6¼	9	.132	15SG	2	O	EI	O	SF	H	38	9	Sh	No	N
Special 25-00	1940	⅞	Va	1	M	5¾	9	⅛	15SG	2	O	EI	O	SF	H	43	10	Sh	No	N
Arrow	1940	¾	O	1	F	6⅛	9⅛	.132	15SG	2	O	EI	O	SF	H	37	9	Sh	No	N
Fleetleader	1941	⅞	Va	1	M	6	9⅛	⅛	—	2	O	BI	O	SF	H	37	9	Sh	No	N
Torpedo 6	1941	⅞	Va	1	M	6	9⅛	⅛	—	2	O	BI	O	SF	H	43	10	Sh	No	N
REO																				
6 Fly. Cd. 6A	1935	1¼	B	1	W	6⅛	9⅞	.133	24DS	2	W	EI	S	SF	S	43	10	Sh	Sh	N
6 Royale 7S	1935	1¼	B	1	W	6⅛	9⅞	.133	2 DS	2	O	EI	O	SF	S	43	10	Sh	Sh	N
6 Fly. Cd.	1936	1¼	B	1	C	6⅛	9⅞	z	24DS	2	W	EI	S	SF	S	47	11	Sh	Sh	N
STUDEBAKER																				
Dict. 6-1A	1935	1	B	1	M	5¾	9	⅛	12AS	2	W	EI	K	SF	S	37	8	Sh	Sh	N
Dict. 6-2A	1935	1	B	1	M	5¾	9	⅛	12AS	2	W	EIF	K	SF	S	37	8	Sh	Sh	N
Comm. 8-1B	1935	1	L	1	M	5½	9¾	9/64	24SG	2	W	EIF	O	SF	S	49	11	Sc	Sc	N
Pres. 8-1C	1935	1	L	1	M	5½	9¾	9/64	24SG	2	W	EIF	O	SF	S	52	11	Sc	Sc	N
Dict. 6-3A	1936	1	B	1	C	5⅝	9¼	.133	24DS	2	W	BI	K	SF	S	50	10	Sh	Sh	N
Dict. 6-4A	1936	1	B	1	C	5⅝	9¼	.133	24DS	2	W	BI	K	SF	S	50	10	Sh	Sh	N
Pres. 8-2C	1936	1	L	1	M	6	10	.137	24SG	2	W	BI	S	SF	S	50	10	Sh	Sh	N
Dictator 6	1937	1	B	1	C	5⅝	9¼	.133	24DS	2	W	EI	S	SF	H	50	11	Sh	Sh	N
President 8	1937	1	L	1	M	6	10	.137	24SG	2	W	EI	S	SF	H	50	11	Sh	Sh	N
Six (7A)	1938	1	B	1	C	5⅝	9¼	.137	24DS	2	W	EI	S	SF	H	50	11	Sh	Sh	N
Comm. 6 (8A)	1938	1	B	1	C	5⅝	9¼	.137	24DS	2	W	EI	S	SF	H	50	11	Sh	Sh	N
President 8 (4C)	1938	1	L	1	M	6	9½	.125	24SG	2	W	EI	S	SF	H	50	11	Sh	Sh	N
Champion "G"	1939	1	B	1	C	5⅛	7⅞	.125	—	1	W	EI	S	SF	H	41	9	Sh	Sh	N
Comm. 6 (9A)	1939	1	B	1	C	5⅝	9¼	.137	24DS	2	W	EI	S	SF	H	50	11	Sh	Sh	N
Pres. 8 (5C)	1939	1	L	1	M	6	9½	.125	24SG	2	W	EI	S	SF	H	50	11	Sh	Sh	N
Champion 2G	1940	1	B	1	C	5⅛	7⅞	.125	—	1	W	EI	S	SF	H	41	9	Sh	Sh	N
Comm. 6 (10A)	1940	1	B	1	C	5⅝	9¼	.137	24DS	2	W	EI	S	SF	H	50	11	Sh	Sh	N
Pres. 8 (6C)	1940	1	I	1	M	6	9½	.125	24SG	2	W	EI	S	SF	H	50	11	Sh	Sh	N
Champion 6-3G	1941	1	B	1	CC	5⅛	7⅞	⅛	—	2	W	BI	S	SF	H	41	9	Sh	Sh	N
Commander 6-11A	1941	1	B	1	CC	6	9¼	⅛	BC	2	W	BI	S	SF	H	50	11	Sh	Sh	N
President 8-7C	1941	1	I	1	M	6	9½	⅛	BC	2	W	BI	S	SF	H	50	11	Sh	Sh	N
TERRAPLANE																				
Six	1935	1½	O	1	C	5⅜	8⅜	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six	1936	1½	O	1	C	5⅜	8⅜	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Six	1937	1½	O	1	A	5⅜	8⅝	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Special 80	1938	1½	O	1	A	5⅜	8⅝	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N
Super 82	1938	1½	O	1	A	5⅜	8⅝	13/64	—	—	O	E	O	SF	S	37	9	Sh	Sh	N

For key to abbreviations see page 73

CLUTCH—TRANSMISSION—REAR AXLE

Make and Model	Year	Pedal Lash at Pedal Pad	Make of Unit	No. Driven Discs	Facing Material—Orig. Equip.	Clutch Facing—Inside Diam.	Clutch Facing—Outside Diameter	Facing—Thickness	How Drilled	No. Facings Required	Transmission—Make	Type of Gearing	Rear Axle—Make	Rear Axle—Type	Type of Gearing	No. teeth—Ring Gear	No. teeth—Pinion	Pinion Adjustment	Pinion Bearing Adjustment	Pinion Bearing in Sleeve?
WILLYS																				
Four 77	1935	3/4	B	1	M	5 1/8	7 7/8	3/8	12AS	2	O	G	O	SF	S	43	10	Sh	Sh	N
Four 77	1936	3/4	B	1	M	5 1/8	7 7/8	1/4	12AS	2	O	G	O	SF	S	43	10	Sh	Sh	N
37	1937	1	RB	1	M	5 1/8	7 7/8	1/8	12AS	2	W	EI	O	SF	S	43	10	Sh	Sh	N
4-38	1938	1	B	1	M	5 1/8	7 7/8	1/8	12AS	2	W	EI	O	SF	S	43	10	Sh	Sh	N
Four-48	1939	1	B	1	M	5 1/8	7 7/8	1/8	12AS	2	W	EI	O	SF	S	43	10	Sh	Sh	N
Overland 39	1939	1	B	1	M	5 1/8	7 7/8	1/8	12AS	2	W	EI	O	SF	S	43	10	Sh	Sh	N
Willys 440	1940	1	AB	1	WM	5 1/8	7 7/8	1/8	12AS	2	W	EI	O	SF	S	43	10	Sh	Sh	N
Willys Americar	1941	3/4	AB	1	WM	5 1/8	7 7/8	1/8	12AS	2	W	BI	O	SF	H	40	9	Sh	Sh	N

ABBREVIATIONS

MAKE OF CLUTCH

AB—Atwood (Disc Borg & Beck) B—Borg & Beck f—Flywheel I—Illinois L—Long O—Own
R—Rockford RB—Rockford clutch (Borg & Beck disc) Va—Various XX—Long or Borg & Beck

CLUTCH FACING MATERIAL

A—Cork a—Woven, folded and compressed C—Woven and molded CC—Front, molded: Rear, woven
F—Compressed fabric FD—With Fluid Drive, inside 6″; outside 9 1/4″ M—Molded
MM—Molded metallic W—Woven

CLUTCH FACING—HOW DRILLED

AS—Alternate straight CB—"C" bore DE—Double even DP—Double even, alternate pairs
DS—Double even, alternate straight S—Straight SG—Staggered

MAKE OF REAR AXLE

A—Adams B—Salisbury C—Clark K—McKinnon
N—New Process O—Own S—Spicer

REAR AXLE TYPE

3/4F—Three-quarters floating FF—Full floating SF—Semi-floating X—Drive is through tubular front axle

REAR AXLE GEARING

H—Hypoid S—Spiral Bevel
x—Models 1903, 1906—47; Models 1904, 1907—45; Models 1905, 1908—48
y—Models 1903, 1906—12; Models 1904, 1907—11; Models 1905, 1908—11

PINION AND PINION BEARING ADJUSTMENT

Sc—Screw Sh—Shim SS—Shims for axial position; spacer for preloading

TRANSMISSION MAKE

D—Detroit M—Muncie N—New Process O—Own W—Warner

TRANSMISSION—TYPE OF GEARING

B—Constant mesh helical gears on all speeds BC—Helical on 1st, 2nd and reverse
BI—Constant mesh helical gears on all speeds, with synchronous meshing of 2nd and 3rd gears
BIO—Constant mesh helical gears on all speeds, with synchronous meshing of 2nd and 3rd gears, and overdrive
BR—Constant mesh helical gears on all speeds, with constant meshing of 1st, 2nd and 3rd gears
C—Helical gears on 2nd D—Constant mesh helical gears on forward speeds
DIO—Constant mesh helical gears on forward speeds, with synchronous meshing of 2nd and 3rd gears, and overdrive
E—Constant mesh helical gears on 2nd
EI—Constant mesh helical gears on 2nd, with synchronous meshing of 2nd and 3rd gears
F—Constant mesh helical gears on 3rd F—Free-wheeling G—Constant mesh spur gears on 2nd
I—Synchronous meshing of 2nd and 3rd gears J—Helical gears on 3rd
K—Synchronous meshing of 3rd and 4th gears L—Constant mesh spur gears on 3rd
N—Constant mesh herringbone gears on 2nd O—Overdrive P—Herringbone gears on 2nd
SS—Selective sliding gears ST—Simplimatic 4-speed transmission, helical gears on forward speeds
*—Optional at extra cost

★ *Turn to page 68 for more information*

BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
AUBURN																	
Six	1934–6	90	12.0	4.5	P	AL	550	3.0	12	Bend	AL	7.0	0.5	3Br	20.0	8.0	2050
Eight	1934–6	105	14.0	5.2	P	AL	582	3.0	15	Bend	AL	7.0	0.5	3Br	20.0	8.0	2050
CADILLAC																	
V- 8 355E	1935	145	10.0	8.0	P	DR	600	3.0	28	Man	DR	6.7	0.5	3Br	15.0	7.7	1200
V-12 370E	1935	160	10.0	8.0	P	DR	600	3.0	35	Man	DR	6.7	0.5	3Br	15.0	7.7	1200
V-16 452E	1935	190	10.0	8.0	P	DR	600	3.0	35	Man	DR	6.7	0.5	3Br	15.0	7.7	1200
V- 8 60, 70, 75	1936	135	9.5	7.5	P	DR	600	3.0	16	Man	DR	6.8	1.0	VC	22.0	8.1	1900
V-12, 80-85	1936	166	12.0	9.5	P	DR	600	3.0	35	Man	DR	6.8	1.0	VC	22.0	8.1	1250
V-16	1936	200	14.0	11.0	P	DR	600	3.0	35	Man	DR	6.8	1.0	VC	22.0	8.1	1250
V-8 60	1937	110	10.0	8.0	P	DR	600	3.0	16	Man	DR	6.5	1.0	VR	31.0	8.0	—
V-8 65, 70, 75	1937	130	10.0	8.0	P	DR	600	3.0	16	Man	DR	7.0	1.0	RC	29.0	8.0	1600
V-12	1937	160	10.0	8.0	P	DR	600	3.0	35	Man	DR	7.0	1.0	RC	26.0	8.0	1600
V-16	1937	190	10.0	8.0	P	DR	600	3.0	35	Man	DR	7.0	1.0	RC	26.0	8.0	1600
V-8 38-60 & Spec.	1938	110	10.0	8.0	P	DR	600	3.0	16	Man	DR	6.9–7.6	3.0	VR	27.0	8.0	4000
V-8 38-65	1938	110	10.0	8.0	P	DR	600	3.0	16	Man	DR	6.9–7.6	3.0	VR	27.0	8.0	4000
V-8 38-75	1938	130	10.0	8.0	P	DR	600	3.0	16	Man	DR	6.7–7.6	3.0	RC	25.0	8.0	1650
V-16 38-90	1938	164	10.0	8.0	P	DR	475	3.63	12	Man	DR	6.7–7.6	3.0	RC	25.0	8.0	1650
V-8 61	1939	112	—	8.0‡	P	DR	600	3.0	16	ORC	DR	6.4–6.8	4.0	VR	27.0	8.0	4000
V-8 60S	1939	112	—	8.0‡	P	DR	600	3.0	16	ORC	DR	6.4–6.8	4.0	VR	27.0	8.0	4000
V-8 75	1939	112	—	8.0‡	P	DR	600	3.0	16	ORC	DR	6.9–7.6	3.0	RC	30.0	8.0	1700
V-16 90	1939	164	—	10.0‡	P	DR	500	3.0	19	ORC	DR	6.9–7.6	3.0	RC	25.0	8.0	1650
V-8 62	1940	115	—	—	P	DR	600	3.0	16	ORC	DR	6.2–6.7	3.0	VR	30.0	8.0	1800
V-8 60S	1940	115	—	—	P	DR	600	3.0	16	ORC	DR	6.2–6.7	3.0	VR	30.0	8.0	1800
V-8 75	1940	115	—	—	P	DR	600	3.0	16	ORC	DR	6.2–6.7	3.0	RC	30.0	8.0	1800
All Series	1941	115	—	—	P	DR	600	3.0	16	ORC	DR	6.2–6.7	0–4	RC	32	8	2450
CHEVROLET																	
Six Std.	1935	105	6.0	4.5	N	DR	525	3.4	14	Bend	DR	7.2	1.0	3Br	20.0	8.2	2700
Six Master	1935	105	6.0	4.5	N	DR	525	3.4	14	Bend	DR	7.2	1.0	3Br	20.0	8.9	2450
Six Std.	1936	100	7.5	6.0	N	DR	525	3.4	14	Bend	DR	7.2	1.5	3Br	16.0	8.2	1700
Six Master	1936	100	7.5	6.0	N	DR	525	3.4	14	Bend	DR	7.2	1.5	3Br	20.0	8.5	2400
Six	1937	100	7.5	6.0	N	DR	525	3.4	14	Bend	DR	7.2	1.5	VR	21.0	8.2	2600
Six	1938	100	7.5	6.0	N	DR	525	3.37	12	Man	DR	6.5	3.0	VR	26.0	8.0	3400
Six	1939	100	—	7.0‡	N	DR	525	3.4	12	ORC	DR	6.5	4.0	VR	26.0	8.0	3400
Six	1940	97	—	—	N	DR	525	3.4	12	Bend	DR	6.5	3.0	VR	30.0	8.0	1700
Six	1941	97	—	—	N	DR	525	3.4	12	ORC	DR	6.2–6.7	0–4	RC	35	8	1700
CHRYSLER																	
Six C6, C7	1935–6	119	15.7	5.8	P	AL	—	—	—	Man	AL	7.0	—	VR	21.0	—	—
Eight CZ, C8	1935–6	119	15.7	5.8	P	AL	—	—	—	Man	AL	7.0	—	VR	21.0	—	—
Eight Airflow	1935–6	136	18.1	6.7	P	AL	—	—	—	Man	AL	7.0	—	VR	21.0	—	—
Six C-16	1937	105	15.7	5.8	P	AL	650	4.0	18	Man	AL	7.0	1.0	RC	22.0	8.0	1380
De Luxe 8 C-14	1937	119	15.7	5.8	P	AL	880	4.0	25	Man	AL	7.0	1.0	RC	28.0	8.0	1540
Cus. Imp. C-15	1937	136	18.5	7.0	P	AL	880	4.0	25	Man	AL	7.0	1.0	RC	28.0	8.0	1540
Airflow C-17	1937	136	18.5	7.0	P	AL	880	4.0	25	Man	AL	7.0	1.0	RC	28.0	8.0	1540
Six C-18	1938	119	15.7	5.8	P	AL	880	4.0	25	Sol	AL	7.0	1.0	RC	22.0	8.0	1380
De Luxe 8 C-19	1938	120	15.7	5.8	P	AL	880	4.0	25	Sol	AL	7.0	1.0	RC	28.0	8.0	1540
Cus. Imp. C-20	1938	136	18.5	7.0	P	AL	880	4.0	25	Sol	AL	7.0	1.0	RC	28.0	8.0	1540
Six C-22	1939	105	—	8.0‡	P	AL	880	4.0	25	ORC	AL	6.5	1.75	RC	28.0	7.5	2055
De Luxe 8	1939	120	—	8.0‡	P	AL	880	4.0	25	ORC	AL	6.5	1.75	RC	28.0	7.5	2055
Cus. Imp.	1939	136	—	9.0‡	P	AL	880	4.0	25	ORC	AL	6.5	1.75	RC	28.0	7.5	2055

For key to abbreviations see page 82

BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
CHRYSLER—Continued																	
Six C-25	1940	119	—	—	P	AL	880	4.0	25	ORC	AL	6.5	1.0	RC	35.0	8.0	1900
DeLuxe C-26	1940	135	—	—	P	AL	880	4.0	25	ORC	AL	6.5	1.0	RC	35.0	8.0	1900
Cus. Imp. C-27	1940	135	—	—	P	AL	880	4.0	25	ORC	AL	6.5	1.0	RC	35.0	8.0	1900
Royal 6 C-28	1941	120	—	—	P	AL	880	4.0	25	ORC	AL	6.4–6.6	4–6	RC	34–36	8.0	2200
New Yorker 8 C-30	1941	135	—	—	P	AL	880	4.0	25	ORC	AL	6.4–6.6	4–6	RC	34–36	8.0	2200
Crown Imp. C-33	1941	135	—	—	P	AL	880	4.0	25	ORC	AL	6.4–6.6	4–6	RC	34–36	8.0	1700
DE SOTO																	
Six	1935–6	119	15.7	5.8	P	AL	—	—	—	Man	AL	6.5	1.0	VR	21.0	—	—
Six Airflow	1935–6	119	15.7	5.8	P	AL	—	—	—	Man	AL	7.0	1.0	VR	21.0	—	—
Six S-3	1937	105	15.7	5.8	P	AL	670	4.0	18	Man	AL	7.0	1.0	VR	21.0	8.0	1500
Six S-5	1938	105	15.7	5.8	P	AL	670	4.0	18	Man	AL	7.0	1.0	RC	28.0	8.0	*2025
Six S-6	1939	105	—	8.0‡	P	AL	670	4.0	18	ORC	AL	6.5	1.75	RC	28.0	7.5	2055
Six S-7	1940	105	—	—	P	AL	670	4.0	18	ORC	AL	6.5	1.9	RC	35.0	8.0	1900
Six S-8	1941	105	—	—	P	AL	670	4.0	18	ORC	AL	6.4–6.6	4–6	RC	34–36	8.0	2200
DODGE																	
Six DU, D2	1935–6	90	12.0	4.7	P	AL	—	—	—	Man	AL	7.0	—	VR	21.0	—	—
Six D3	1935–6	86	12.0	4.7	P	AL	—	—	—	Man	AL	7.0	—	3Br	21.0	—	—
Six DV DeL., D4	1935–6	86	12.0	4.7	P	AL	—	—	—	Man	AL	7.0	—	VR	21.0	—	—
Six D-6	1937	90	12.0	4.5	P	AL	650	4.0	18	Man	AL	7.0	1.0	3Br	17.0	8.0	2200
De Luxe D-7	1937	90	12.0	4.5	P	AL	650	4.0	18	Man	AL	7.0	1.0	VR	20.0	8.0	1380
Big 6 D-5	1937	95	12.0	4.5	P	AL	670	4.0	18	Man	AL	7.0	1.0	RC	24.0	8.0	1600
Six D-9	1938	90	12.0	4.5	P	AL	670	4.0	18	Man	AL	7.0	1.0	3Br	17.0	8.0	2200
De Luxe D-10	1938	90	12.0	4.5	P	AL	670	4.0	18	Man	AL	7.0	1.0	VR	20.0	8.0	1380
Big 6 D-8	1938	95	12.0	4.5	P	AL	670	4.0	18	Man	AL	7.0	1.0	RC	24.0	8.0	1600
De Luxe Six D-12	1939	90	—	6.0‡	P	AL	670	4.0	18	ORC	AL	6.5	1.75	3Br	19.0	8.0	—
Standard Six D-13	1939	90	—	6.0‡	P	AL	670	4.0	18	ORC	AL	6.5	1.75	VR	30.0	7.6	CO
Big 6 D-11	1939	95	—	7.0‡	P	AL	670	4.0	18	ORC	AL	6.5	1.75	RC	28.0	7.5	2055
Six D-15	1940	95	—	—	P	AL	670	4.0	18	ORC	AL	6.5	1.75	VR	35.0	8.0	1900
DeLuxe D-16	1940	95	—	—	P	AL	670	4.0	18	ORC	AL	6.5	1.75	VR	35.0	8.0	1900
Big 6 D-14	1940	95	—	—	P	AL	670	4.0	18	ORC	AL	6.5	1.75	RC	35.0	8.0	1900
Kingsway 6 D-20	1941	95	—	—	P	AL	560	4.0	11.8	ORC	AL	6.4–6.6	4–6	RC	34–36	8.0	2200
De Luxe D-21	1941	95	—	—	P	AL	560	4.0	11.8	ORC	AL	6.4–6.6	4–6	RC	34–36	8.0	2200
Luxury Liner D-19	1941	95	—	—	P	AL	560	4.0	11.8	ORC	AL	6.4–6.6	4–6	RC	34–36	8.0	2200
FORD																	
V-8	1935	96	10.0	2.0	P	AL	600	3.2	16	Bend	AL	8.0	3.0	3Br	13.0	7.0	1600
V-8	1936	96	10.0	2.0	P	AL	600	3.2	16	Bend	AL	8.0	3.0	3Br	18.0	7.0	1600
V-8 "60"	1937	100	8.0	5.0	P	AL	225	4.7	14	Bend	AL	7.0	3.0	3Br	15.0	6.5	b
V-8 "85"	1937	100	8.0	5.0	P	AL	225	4.7	14	Bend	AL	7.0	3.0	3Br	15.0	6.5	b
V-8 "60"	1938	100	8.0	5.0	P	AL	225	4.7	14	Bend	AL	7.0	3.0	VR	30.0	7.0	b
V-8 "85"	1938	100	8.0	5.0	P	AL	225	4.7	14	Bend	AL	7.0	3.0	VR	30.0	7.0	b
V-8 85	1939	100	—	7.0‡	P	AL	600	3.0	16	Bend	AL	6.0	1.75	VR	30.0	6.8	b
Mercury	1939	100	—	7.0‡	P	AL	600	3.0	16	Bend	AL	6.0	1.75	VR	30.0	6.8	b
V-8 85	1940	120	—	—	P	O	500	3.2	14	Bend	O	6.2	1.7	VR	32.0	6.0	3000
Mercury	1940	120	—	—	P	O	500	3.2	14	Bend	O	6.2	1.7	VR	32.0	6.0	3000
V-8 85	1941	120	10.0	8.0	P	O	500	3.2	14	Bend	FA	6.0–6.3	7–8	RC	32.0	—	1100
Mercury	1941	120	10.0	8.0	P	O	500	3.2	14	Bend	FA	6.0–6.3	7–8	RC	32.0	—	1100

For key to abbreviations see page 82

BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
GRAHAM																	
Six	1935	86	12.0	4.5	P	DR	475	3.6	12	Man	DR	6.7	2.5	3Br	15.0	7.0	2400
Six Spec.	1935	84	12.0	4.5	P	DR	475	3.6	12	Man	DR	6.7	2.5	3Br	16.0	8.0	2400
Eight	1935	100	14.0	5.2	P	DR	475	3.6	12	Man	DR	6.3	2.5	3Br	17.0	8.2	2400
Eight Super C	1935	100	14.0	5.2	P	DR	475	3.6	12	Man	DR	6.3	2.5	3Br	20.0	8.5	2800
6-80 Crusader	1936	86	12.0	4.5	P	DR	475	3.6	12	Man	DR	6.8	2.5	3Br	16.0	8.3	2400
6-90 Cavalier	1936	100	14.0	5.2	P	DR	475	3.6	12	Man	DR	7.0	2.0	3Br	16.0	8.5	2400
6-110 Super C	1936	100	14.0	5.2	P	DR	475	3.6	12	Man	DR	7.0	2.0	3Br	16.0	8.5	2400
Crusader 85	1937	90	13.0	4.7	P	DR	475	3.6	12	Man	DR	6.8	2.5	3Br	18.0	8.3	2000
Cavalier 95	1937	90	13.0	4.7	P	DR	475	3.6	12	Man	DR	7.0	2.0	RC	21.0	8.5	2400
Super C 116	1937	105	14.5	5.5	P	DR	475	3.6	12	Man	DR	7.0	2.0	RC	25.0	8.5	2400
Cus. Super C 120	1937	105	14.5	5.5	P	DR	475	3.6	12	Man	DR	7.0	2.0	VC	25.0	8.5	2400
Special	1938	105	14.5	5.5	P	DR	525	3.37	12	Man	DR	6.9–7.6	3.0	C	18.0	8.2	2400
Supercharger	1938	105	14.5	5.5	P	DR	525	3.37	12	Man	DR	6.9–7.6	3.0	VR	30.0	8.0	3400
Six-96	1939	95	—	7.0‡	P	DR	525	3.4	12	ORC	DR	7.0	2.0	c	21.0	8.2	2400
Six-97	1939	105	—	7.0‡	P	DR	525	3.4	12	ORC	DR	7.0	2.0	VR	30.0	8.0	3400
Six-107	1940	105	—	—	P	DR	525	3.4	12	ORC	DR	7.0	2.0	VR	30.0	8.0	3400
Six-108	1940	95	—	—	P	DR	525	3.4	12	ORC	DR	7.0	2.0	VR	30.0	8.0	3400
HUDSON																	
Big Six	1935	105	7.0	7.0	P	AL	775	4.0	22	Bend	AL	6.4	2.0	3Br	22.0	8.0	2250
Eight	1935	125	7.0	7.0	P	AL	775	4.0	22	Bend	AL	6.4	2.0	3Br	22.0	8.0	2250
Six	1936	120	7.0	7.0	P	AL	775	4.0	22	Bend	AL	6.4	2.0	VR	22.0	8.0	2250
Eight	1936	135	7.0	8.0	P	AL	775	4.0	22	Bend	AL	6.4	2.0	VR	22.0	8.0	2250
Six	1937	105	—	—	P	AL	775	4.0	22.5	Bend	AL	6.4	—	VR	26.0	8.0	2500
Eight	1937	125	—	—	P	AL	775	4.0	22.5	Bend	AL	6.4	—	VR	26.0	8.0	2500
Six	1938	105	9.0	5.0	P	AL	775	4.0	22.5	Bend	AL	6.75	3.0	VR	32.0	8.0	2500
Eight	1938	125	9.0	5.0	P	AL	775	4.0	22.5	Bend	AL	6.75	3.0	VR	32.0	8.0	2500
112	1938	105	9.0	5.0	P	AL	750	4.0	17.0	Bend	AL	6.75	3.0	3Br	21.0	—	—
Six-93	1939	105	—	7.0‡	P	AL	775	4.0	22.5	Bend	AL	6.5	1.75	VR	34.0	8.0	CO
Six-91	1939	105	—	7.0‡	P	AL	775	4.0	22.5	Bend	AL	6.5	1.75	VR	34.0	8.0	CO
Six-92	1939	105	—	7.0‡	P	AL	775	4.0	22.5	Bend	AL	6.5	1.75	VR	34.0	8.0	CO
Eight-95	1939	125	—	8.0‡	P	AL	775	4.0	22.5	Bend	AL	6.5	1.75	VR	34.0	8.0	CO
Eight-97	1939	125	—	8.0‡	P	AL	775	4.0	22.5	Bend	AL	6.5	1.75	VR	34.0	8.0	CO
Six-90	1939	105	—	7.0‡	P	AL	750	4.0	17	Bend	AL	6.5	1.75	3Br	20.6	8.0	—
Six-98	1939	105	—	7.0‡	P	AL	750	4.0	17	Bend	AL	6.5	1.75	3Br	20.6	8.0	—
Six-41	1940	96	—	—	P	AL	560	4.0	11.8	Bend	AL	6.5	2.0	VR	33.0	8.0	2900
Six-43	1940	96	—	—	P	AL	560	4.0	11.8	Bend	AL	6.5	2.0	VR	33.0	8.0	2900
Six-48	1940	96	—	—	P	AL	560	4.0	11.8	Bend	AL	6.5	2.0	VR	33.0	8.0	2900
Eight-44	1940	108	—	—	P	AL	775	4.0	22.5	Bend	AL	6.5	2.0	VR	41.0	8.0	3350
Eight-47	1940	108	—	—	P	AL	775	4.0	22.5	Bend	AL	6.5	2.0	VR	41.0	8.0	3350
Six-40	1940	96	—	—	P	AL	560	4.0	11.8	Bend	AL	6.5	2.0	VR	33.0	8.0	2900
Six 10	1941	96	—	—	P	AL	560	4.0	11.8	Bend	AL	6.4–6.6	4–6	VR	32-34	8.0	3000
Six 11-12	1941	96	—	—	P	AL	560	4.0	11.8	Bend	AL	6.4–6.6	4–6	VR	39-43	8.0	3200
Six 18	1941	96	—	—	P	AL	560	4.0	11.8	Bend	AL	6.4–6.6	4–6	VR	32-34	8.0	3000
Eight	1941	108	—	—	P	AL	775	4.0	22.5	Bend	AL	6.4–6.6	4–6	VR	39-43	8.0	3200
HUPMOBILE																	
Six 517	1935	100	—	—	P	AL	—	—	—	Bend	AL	7.0	2.5	3Br	19.0	8.0	2400
Six 518	1935	100	7.5	5.2	P	AL	—	—	—	Bend	AL	7.0	2.5	3Br	22.0	8.0	2500
Eight 521-O	1935	119	7.0	3.0	P	AL	—	—	—	Bend	AL	6.7	1.5	3Br	22.0	8.0	2400
Eight 527	1935	121	15.7	5.8	P	AL	—	—	—	Bend	AL	7.0	2.5	VC	19.0	8.0	2400
Six 618-G	1936	100	7.5	5.2	P	AL	570	3.0	12	Bend	AL	6.7	0.5	3Br	20.0	8.0	2200
Eight 621-N	1936	119	7.5	3.0	P	AL	550	3.0	15	Bend	AL	6.7	0.5	VC	22.0	8.8	2200

For key to abbreviations see page 82

★ *Turn to page 68 for more information*

BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
HUPMOBILE—Continued																	
6-622E	1938	105	7.5	5.2	P	AL	750	4.0	17	Bend	AL	7.0	2.0	VR	31.0	8.0	3200
8-825H	1938	120	7.0	3.0	P	AL	775	4.0	22.5	Bend	AL	6.4	2.0	VR	31.0	8.0	3100
6-922E	1939	105	—	7.0‡	P	AL	750	4.0	17	Bend	AL	6.5	1.75	VR	32.0	8.0	3200
8-925H	1939	120	—	8.0‡	P	AL	775	4.0	22.5	Bend	AL	6.5	1.75	VR	32.0	8.0	3100
LINCOLN-ZEPHYR																	
Continental	1941	120	—	—	P	O	500	3.6	14	Bend	O	6.0–6.3	7–8	RC	30-33	d	1200
LAFAYETTE																	
Six	1934–5	115	13.0	5.0	P	AL	—	—	—	Bend	AL	7.0	0.5	3Br	18.0	—	—
Six 3610	1936	115	13.0	5.0	P	AL	—	—	—	Bend	AL	7.0	0.5	VC	18.0	—	—
LA SALLE																	
Eight 350	1934–5	125	10.0	8.0	N	DR	600	3.0	15	Man	DR	6.8	0.5	—	13.0	7.7	1300
Eight 36-50	1936	110	9.0	7.0	P	DR	600	3.0	15	Man	DR	6.8	3.0	VC	22.0	8.1	1900
Eight	1937	110	10.0	8.0	P	DR	600	3.0	16	Man	DR	6.7	1.0	VR	31.0	8.0	—
38-50	1938	110	10.0	8.0	P	DR	600	3.0	16	Man	DR	6.9–7.6	3.0	VR	27.0	8.0	4000
39-50	1939	112	—	8.0‡	P	DR	600	3.0	16	ORC	DR	6.4–6.8	3.0	VR	27.0	8.0	4000
40-50 and 40-52	1940	115	—	—	P	DR	600	3.0	16	ORC	DR	6.2–6.7	3.0	VR	30.0	8.0	1800
McLAUGHLIN-BUICK																	
Eight 40, 44	1934–5	125	7.0	7.0	N	DR	475	3.0	12	Man	DR	6.7	1.5	3Br	18.0	8.5	1800
Eight 50, 45	1934–5	125	7.0	7.0	N	DR	600	3.0	15	Man	DR	6.7	1.5	3Br	18.0	8.5	1800
Eight 60, 46	1934–5	125	8.0	8.0	N	DR	600	3.0	16	Man	DR	6.7	1.5	3Br	18.0	8.5	1800
Eight 90, 49	1934–5	145	9.0	9.0	N	DR	600	3.0	16	Man	DR	6.7	1.5	3Br	18.0	8.5	1800
Eight 44	1936	100	7.5	6.0	N	DR	475	3.0	12	Man	DR	6.6	1.0	VR	17.0	8.8	2400
Eight 46	1936	110	9.0	7.0	N	DR	600	3.0	16	Man	DR	6.5	1.0	VR	18.0	8.8	2800
Eight 48, 49	1936	110	9.0	7.0	N	DR	600	3.0	16	Man	DR	6.5	1.0	VR	18.0	8.8	2800
44 Special	1937	97	7.5	6.0	N	DR	575	3.4	12	ORC	DR	6.4	1.0	VR	28.0	7.0	4000
46 Century	1937	110	9.0	7.0	N	DR	600	3.0	16	ORC	DR	6.4	1.0	VR	28.0	7.0	4000
48 Roadmaster	1937	110	9.0	7.0	N	DR	600	3.0	16	ORC	DR	6.4	1.0	VR	28.0	7.0	4000
49 Limited	1937	110	9.0	7.0	N	DR	600	3.0	16	ORC	DR	6.4	1.0	VR	28.0	7.0	4000
44 Special	1938	110	7.5	6.0	N	DR	475	3.6	12	ORC	DR	6.5	3.0	VR	27.0	8.0	4000
46 Century	1938	110	9.0	7.0	N	DR	600	3.0	16	ORC	DR	6.5	3.0	VR	27.0	8.0	4000
48 Roadmaster	1938	110	9.0	7.0	N	DR	600	3.0	16	ORC	DR	6.5	3.0	VR	27.0	8.0	4000
49 Limited	1938	110	9.0	7.0	N	DR	600	3.0	16	ORC	DR	6.5	3.0	VR	27.0	8.0	4000
44 Special	1939	110	—	8.0‡	N	DR	525	3.4	12	ORC	DR	6.5	4.0	VR	27.0	8.0	4000
46 Century	1939	110	—	8.0‡	N	DR	600	3.0	16	ORC	DR	6.5	4.0	VR	27.0	8.0	4000
48 Roadmaster	1939	110	—	8.0‡	N	DR	600	3.0	16	ORC	DR	6.5	4.0	VR	27.0	8.0	4000
49 Limited	1939	110	—	8.0‡	N	DR	600	3.0	16	ORC	DR	6.5	4.0	VR	27.0	8.0	4000
44-00 & 45-00	1940	110	—	—	N	DR	575	3.4	12	ORC	DR	6.5	3.0	VR	30.0	8.0	1800
47 Roadmaster	1940	115	—	—	N	DR	600	3.0	16	ORC	DR	6.5	3.0	VR	30.0	8.0	1800
Spec. 40; Super 50	1941	120	7.0	7.0	N	DR	525	3.37	12	ORC	DR	6.2–6.7	0–4	RC	34	8.0	2400
Series 60, 70	1941	120	7.0	7.0	N	DR	600	3.0	16	ORC	DR	6.2–6.7	0.4	RC	34	8.0	2400
Series 90	1941	120	7.0	7.0	N	DR	600	3.0	16	ORC	DR	6.2–6.7	0–4	RC	34	8.0	2400

For key to abbreviations see page 82

BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
NASH																	
6 Adv. 3520	1935	115	13.0	5.0	P	AL	165	5.0	18	Bend	AL	7.0	0.5	3Br	18.0	—	—
8	1935	135	15.5	6.0	P	AL	165	5.0	18	Bend	AL	7.0	0.5	3Br	18.0	—	—
6	1936	120	13.0	5.0	P	AL	165	5.0	18	Bend	AL	7.0	0.5	3Br	18.0	—	—
8 Amb.	1936	133	15.5	6.0	P	AL	165	5.0	18	Bend	AL	7.0	0.5	3Br	18.0	—	—
La Fayette 400	1937	100	—	—	P	AL	165	5.0	21	Bend	AL	7.5	1.5	3Br	18.0	8.0	2800
Ambassador 6	1937	100	—	—	P	AL	165	5.0	21	Bend	AL	7.5	1.5	3Br	18.0	8.0	2800
Ambassador 8	1937	116	15.5	6.0	P	AL	165	5.0	21	Bend	AL	7.5	1.5	RC	18.0	8.0	1650
Lafayette	1938	105	—	—	P	AL	775	4.0	22.5	Bend	AL	7.5	1.5	RC	18.0	8.0	2800
Ambassador 6	1938	105	—	—	P	AL	775	4.0	22.5	Bend	AL	7.5	1.5	RC	18.0	8.0	2800
Ambassador 8	1938	120	—	—	P	AL	775	4.0	22.5	Bend	AL	7.5	1.5	RC	18.0	8.0	1650
Lafayette	1939	105	—	7.0‡	P	AL	775	4.0	22.5	Bend	AL	6.5	1.75	RC	33.0	8.0	CO
Ambassador 6	1939	105	—	7.0‡	P	AL	775	4.0	22.5	Bend	AL	6.5	1.75	RC	33.0	8.0	CO
Ambassador 8	1939	120	—	8.0‡	P	AL	775	4.0	22.5	Bend	AL	6.5	1.75	RC	33.0	8.0	CO
Lafayette	1940	95	—	—	P	AL	775	4.0	22.5	Bend	AL	6.5	1.75	RC	35.0	8.0	1900
Ambassador 6	1940	105	—	—	P	AL	775	4.0	22.5	Bend	AL	6.5	1.75	RC	35.0	8.0	1900
Ambassador 8	1940	120	—	—	P	AL	775	4.0	22.5	Bend	AL	6.5	1.75	RC	35.0	8.0	1900
Ambassador 600	1941	90	—	—	P	DR	540	3.3	11.5	Bend	DR	6.2-6.7	0-4	RC	34	8.0	2400
Ambassador 6	1941	105	—	—	P	AL	775	4.0	22.5	Bend	AL	6.4-6.6	4-6	RC	34-36	8.0	2400
Ambassador 8	1941	120	—	—	P	AL	775	4.0	22.5	Bend	AL	6.4-6.6	4-6	RC	34-36	8.0	2400
OLDSMOBILE																	
Six F-35	1935	105	12.5	4.5	N	DR	475	3.6	12	Man	DR	7.2	1.0	VR	22.0	8.6	2800
Eight L-35	1935	125	12.5	5.2	N	DR	600	3.0	15	Man	DR	7.1	1.0	VR	22.0	8.6	2800
Six F-36	1936	100	7.5	6.0	N	DR	570	3.1	15	Man	DR	7.5	1.0	VR	22.0	8.4	3000
Eight L-36	1936	110	9.0	7.0	N	DR	600	3.0	15	Man	DR	7.5	1.0	VR	22.0	8.4	3000
Six	1937	97	7.5	6.0	N	DR	475	3.6	12	Man	DR	7.5	1.0	VR	22.0	8.6	3200
Six	1938	97	7.5	6.0	N	DR	475	3.6	12	Man	DR	6.5	3.0	VR	26.0	8.0	3400
Eight	1938	110	12.5	5.25	N	DR	600	3.0	15	Man	DR	6.5	3.0	VR	26.0	8.0	3400
Six	1939	97	—	7.0‡	N	DR	525	3.4	12	ORC	DR	6.5	4.0	VR	26.0	8.0	3400
35-00 & 36-00	1940	97	—	—	N	DR	475	3.0	12	ORC	DR	6.5	3.0	VR	30.0	8.0	1700
Six	1941	100	—	—	N	DR	525	3.37	12	ORC	DR	6.2-6.7	0-4	RC	34.0	8.0	2400
Six (Imported)	1941	100	12.5	4.5	N	DR	525	3.37	12	ORC	DR	6.2-6.7	0-4	RC	34.0	8.0	2400
Eight	1941	120	12.5	4.5	N	DR	600	3.0	15	ORC	DR	6.2-6.7	0-4	RC	34.0	8.0	2400
PACKARD																	
8-120	1935	114	12.5	4.5	P	AL	875	4.0	25	Bend	AL	6.8	1.0	VR	23.0	8.6	2200
Eight	1935	144	15.0	10.0	P	OD	700	3.4	28	Bend	OD	6.8	3.0	VR	30.0	8.0	3500
Super 8	1935	144	15.0	10.0	P	OD	810	3.5	39	Bend	OD	6.8	3.0	VR	30.0	8.0	3000
Twelve	1935	144	15.0	10.0	P	OD	810	3.5	39	Bend	OD	6.8	3.0	VR	30.0	8.0	3000
8 120-B	1936	110	9.0	7.0	P	AL	875	4.0	25	Bend	AL	6.8	1.0	VR	23.0	8.6	2200
Eight	1936	150	11.0	9.0	P	OD	650	3.4	28	Bend	OD	6.8	3.0	VR	30.0	8.0	3500
Super 8	1936	150	11.0	9.0	P	OD	810	3.5	39	Bend	OD	6.8	3.0	VR	30.0	8.0	3000
Twelve	1936	150	11.0	9.0	P	OD	810	3.5	39	Bend	OD	6.8	3.0	VR	30.0	8.0	3000
Six	1937	94	—	—	P	AD	475	3.6	12	Bend	b	6.5	1.0	VR	18.0	8.0	3000
Eight 120-C	1937	114	—	—	P	AL	600	3.0	16	Bend	AL	7.0	1.0	VR	26.0	8.0	2500
Super 8	1937	150	—	—	P	AD	600	3.0	16	Bend	b	6.5	1.0	RC	26.0	8.0	1650
Twelve	1937	150	—	—	P	AD	500	3.0	19	Bend	b	6.5	1.0	RC	28.0	8.0	1450
Six	1938	95	28.3	—	P	DR	475	3.63	12	Bend	DR	6.5	1.0	VR	28.3	8.0	3000
Eight	1938	114	30.5	—	P	AL	880	4.0	25	Bend	AL	7.0	1.0	VR	30.5	8.0	2500
Super 8	1938	150	28.0	—	P	AL	880	4.6	25	Bend	AL	6.5	1.0	RC	28.0	8.0	1650
Twelve	1938	150	30.0	—	P	AL	610	2.9	39	Bend	AL	6.5	1.0	RC	30.0	8.0	1450

For key to abbreviations see page 82

BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
PACKARD—Continued																	
Six	1939	95	—	7.0‡	P	AL	670	4.0	18	Bend	AL	6.5	1.75	VR	30.5	8.0	CO
Eight	1939	114	—	8.0‡	P	AL	670	4.0	18	Bend	AL	6.5	1.75	VR	30.5	8.0	CO
Super 8	1939	150	—	8.0‡	P	AL	730	3.6	29.2	Bend	AL	6.5	1.75	RC	28.0	7.5	CO
Twelve	1939	150	—	10.0‡	P	AL	810	3.6	39	Bend	AL	6.5	1.75	RC	30.0	7.5	CO
Six	1940	95	—	—	P	AL	560	4.0	11.8	Bend	AL	6.5	1.0	VR	35.0	8.0	1570
Eight	1940	113	—	—	P	AL	670	4.0	18	Bend	AL	6.5	1.0	VR	35.0	8.0	1570
Super 8	1940	113	—	—	P	AL	906	4.0	45.9	ORC	AL	6.5	1.0	RC	35.0	8.0	1570
110 (Series 1900)	1941	95	—	—	P	AL	670	4.0	18	Bend	AL	6.4–6.6	4–6	RC	34-36	8.0	1900
120	1941	114	—	—	P	AL	670	4.0	18	Bend	AL	6.4–6.6	4–6	RC	34-36	8.0	2200
Super 8	1941	114	—	—	P	AL	906	4.0	45.9	ORC	AL	6.4–6.6	4–6	RC	34-36	8.0	2200
PLYMOUTH																	
Six	1935–6	86	12.0	4.5	P	AL	—	—	—	Man	AL	7.0	1.0	3Br	21.0	—	—
Six P-3, P-4	1937	90	12.0	4.5	P	AL	650	4.0	18	Man	AL	7.0	1.0	3Br	17.0	8.0	2200
Six P-5	1938	90	12.0	4.5	P	AL	560	4.0	11.8	Man	AL	7.0	1.0	3Br	17.0	8.0	2200
De Luxe 6 P-6	1938	90	12.0	4.5	P	AL	670	4.0	18	Man	AL	7.0	1.0	3Br	17.0	8.0	2200
Six P-7	1939	90	—	6.0‡	P	AL	670	4.0	18	ORC	AL	6.5	1.75	3Br	19.0	8.0	2200
De Luxe 6 P-8	1939	90	—	6.0‡	P	AL	670	4.0	18	ORC	AL	6.5	1.75	VR	30.0	8.0	CO
Six P-9	1940	95	—	—	P	AL	670	4.0	18	ORC	AL	6.5	1.75	RC	35.0	8.0	1900
DeLuxe 6 P-10	1940	95	—	—	P	AL	670	4.0	18	ORC	AL	6.5	1.75	RC	35.0	8.0	1900
Road King P-11	1941	95	—	—	P	AL	670	4	18	ORC	AL	6.4–6.6	4–6	RC	34-36	8.0	2200
De Luxe P-12	1941	95	—	—	P	AL	670	4	18	ORC	AL	6.4–6.6	4–6	RC	34-36	8.0	2200
PONTIAC																	
Six	1935	105	12.5	4.5	N	DR	600	3.0	15	Man	DR	6.5	3.0	VR	22.0	8.7	3300
Eight	1935	125	12.5	5.2	N	DR	600	3.0	15	Man	DR	6.7	3.0	VR	22.0	8.7	3300
Six	1936	100	7.5	6.0	N	DR	600	3.0	15	Man	DR	6.5	3.0	VR	26.0	9.1	3000
Eight	1936	110	9.0	7.0	N	DR	600	3.0	15	Man	DR	6.5	3.0	VR	26.0	9.1	3000
Six "224"	1937	94	7.5	6.0	N	DR	525	3.4	14	Bend	DR	7.2	1.5	VC	21.0	8.2	2600
Six 26-00	1938	97	7.5	6.0	N	DR	525	3.37	12	Man	DR	6.5	3.0	VR	26.0	8.0	3400
Six 25-00	1938	100	7.5	6.0	N	DR	525	3.37	12	Man	DR	6.5	3.0	VR	26.0	8.0	3400
Chieftain	1939	97	—	7.0‡	N	DR	525	3.4	12	ORC	DR	6.5	4.0	VR	26.0	8.0	3400
Arrow	1939	100	—	8.0‡	N	DR	525	3.4	12	ORC	DR	6.5	4.0	VR	26.0	8.0	3400
Special 25-00	1940	97	—	—	N	DR	525	3.4	12	ORC	DR	6.5	3.0	VR	30.0	8.0	1700
Arrow	1940	97	—	—	N	DR	525	3.4	12	Bend	DR	6.5	3.0	VR	30.0	8.0	1700
Fleet. & Torpedo 6	1941	100	—	—	N	DR	525	3.37	12	ORC	DR	6.2–6.7	0–4	RC	34.0	8.0	2400
REO																	
6 Fly. Cld. 6A	1935	102	15.0	5.0	N	DR	475	3.6	12	Bend	DR	6.7	0.5	3Br	18.0	8.3	2000
6 Royale 7S	1935	102	15.0	5.0	N	DR	570	2.2	15	Bend	DR	6.7	0.5	3Br	18.0	8.3	2000
6 Flying Cloud	1936	100	7.5	6.0	N	DR	475	3.6	12	Bend	DR	6.8	0.5	3Br	18.0	8.3	2000
STUDEBAKER																	
Dict. 6	1935	102	5.7	5.7	P	AL	575	3.2	15	Bend	AL	6.4	1.0	3Br	19.0	6.0	2100
Comm. 8-1B	1935	102	5.7	5.7	P	DR	575	3.2	15	Bend	DR	6.4	1.0	VR	20.0	8.3	2800
Pres. 8-1C	1935	136	5.7	5.7	P	DR	575	3.2	15	Bend	DR	6.4	1.0	VR	20.0	8.3	2800
Dict. 6	1936	102	5.7	5.7	P	DR	640	3.2	16	Bend	DR	6.4	1.0	3Br	19.0	6.0	2000

For key to abbreviations see page 82

BATTERY — STARTING MOTOR — GENERATOR

Make and Model	Year	Battery—Amp. Hr. Capacity	Bench Charging Rate—Start	Bench Charging Rate—Finish	Terminal Grounded	Starting Motor—Make	Lock Test—Amp. Draw	Lock Test—Volts	Lock Test—Torque	Drive Type	Generator—Make	Cutout Relay—Volts to Close	Cutout Relay—Amps. to Open	Type Generator Regulation	Maximum Charging Rate—Amps., Cold	Maximum Charging Rate—Volts, Cold	Maximum Charging Rate—Armature Speed, Cold
STUDEBAKER—Continued																	
Pres. 8-2C	1936	102	5.7	5.7	P	DR	575	3.2	15	Bend	DR	6.4	.0	VR	21.0	6.0	2000
Dictator 6	1937	105	5.7	5.7	P	AL	640	3.2	16	ORC	AL	6.4	1.0	3Br	19.0	6.0	2000
President 8	1937	105	5.7	5.7	P	DR	575	3.2	15	ORC	DR	6.4	1.0	VR	21.0	6.0	2800
Six (7A)	1938	105	5.7	5.7	P	AL	600	3.0	12	Bend	AL	6.4	1.0	VR	25.0	8.0	2400
Commander 6 (8A)	1938	105	5.7	5.7	P	AL	670	4.0	18	Bend	AL	6.4	1.0	VR	25.0	8.0	2400
President 8 (4C)	1938	105	5.7	5.7	P	DR	600	3.0	16	ORC	DR	6.7–7.6	3.0	RC	25.0	8.0	1650
Champion "G"	1939	90	—	6.0‡	P	AL	560	4.0	18	Bend	AL	6.5	1.75	VR	30.0	8.0	CO
Commander 6 (9A)	1939	95	—	7.0‡	P	AL	670	4.0	18	Bend	AL	6.5	1.75	VR	28.0	8.0	CO
President 8 (5C)	1939	95	—	7.0‡	P	DR	600	3.0	16	ORC	DR	6.7–7.6	3.0	RC	30.0	8.0	1700
Champion 2-G	1940	90	—	—	P	AL	560	4.0	11.8	Bend	AL	6.4	1.0	VR	35.0	8.0	1570
Commander 6 (10A)	1940	95	—	—	P	AL	670	4.0	18	Bend	AL	6.4	1.0	RC	35.0	8.0	1570
President 8 (6C)	1940	95	—	—	P	DR	600	3.0	16	ORC	DR	6.4	1.0	RC	30.0	8.0	1700
Champion 6-3G	1941	90	5.75	5.75	P	AL	560	4.0	11.8	Bend	AL	6.4–6.6	4–6	RC	34-36	8	1900
Commander 6-11A	1941	95	5.75	5.75	P	AL	670	4.0	18	Bend	AL	6.4–6.6	4–6	RC	34-36	8	1900
President 8-7C	1941	95	5.75	5.75	P	AL	880	4.0	25	ORC	AL	6.4–6.6	4–6	RC	34-36	8	1900
TERRAPLANE																	
Six	1935	105	7.0	3.0	P	AL	775	4.0	22	Bend	AL	6.4	2.0	3Br	22.0	—	—
Six DeL	1936	120	7.0	7.0	P	AL	775	4.0	22	Bend	AL	6.4	2.0	3Br	22.0	—	—
Six Cust	1936	120	7.0	7.0	P	AL	775	4.0	22	Bend	AL	6.4	2.0	VR	22.0	—	—
De Luxe Six	1937	105	—	—	P	AL	775	4.0	22.5	Bend	AL	6.4	2.0	3Br	17.0	8.0	2200
Super DeLuxe 6	1937	105	—	—	P	AL	775	4.0	22.5	Bend	AL	6.4	2.0	VR	26.0	8.0	2500
Special 80	1938	105	9.0	5.0	P	AL	775	4.0	22.5	Bend	AL	6.75	2.5	3Br	19.0	8.0	2200
Super 82	1938	105	9.0	5.0	P	AL	775	4.0	22.5	Bend	AL	6.75	2.5	3Br	19.0	8.0	2500
WILLYS																	
Four 77	1935	96	4.5	4.5	N	AL	540	4.0	12	Bend	AL	7.0	0.5	3Br	17.0	8.0	2100
Four 77	1936	96	4.5	4.5	N	AL	540	4.0	12	Bend	AL	7.0	0.5	3Br	17.0	8.0	2400
37	1937	95	—	—	N	AL	560	4.0	11.8	Bend	AL	—	—	3Br	—	—	—
4-38	1938	96	4.5	4.5	N	AL	560	4.0	11.8	Bend	AL	7.0	0.5	3Br	17.0	8.0	2400
Four-48	1939	96	—	6.0‡	N	AL	560	4.0	11.8	Bend	AL	6.5	1.75	3Br	17.5	8.0	—
Overland-39	1939	96	—	6.0‡	N	AL	560	4.0	11.8	Bend	AL	6.5	1.75	VR	21.0	8.0	—
Willys 440	1940	80	—	—	N	AL	560	4.0	11.8	Bend	AL	6.5	0.5	VR	25.0	8.0	2500
Willys Americar	1941	80	—	—	N	AL	560	4.0	11.8	Bend	AL	6.4–6.6	4–6	VR	24-26	8.0	2500

ABBREVIATIONS

a—10 miles per hour. AD—Auto-Lite or Delco-Remy. AL—Auto-Lite. b—25 miles per hour. Bend—Bendix.
c—Lamp load control. CO—Controlled output. CR—Current regulator. DR—Delco-Remy. FA—Ford Auto-Lite.
d—6.9-7.2. Man—Manual. N—Negative. NE—North-East. OD—Owens-Dyneto. ORC—Overrunning clutch.
P—Positive. RC—Voltage and current regulator. Sol—Solenoid. VR—Voltage regulator. 3Br—Third Brush.
*—7°F. ‡—Providing temperature does not exceed 110°F.

BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Hee	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
AUBURN															
6-53	1935	B	H	12	M	24 9/32	1 1/2	3/16	.010	.010	Rear Two Service Brakes				
8-51	1935	B	H	12	M	24 9/32	2	3/16	.010	.010	Rear Two Service Brakes				
8-51 SC	1935	B	H	12	M	24 9/32	2	3/16	.010	.010	Rear Two Service Brakes				
6-54	1936	B	H	12	M	24 9/32	1 1/2	3/16	.010	.010	Rear Two Service Brakes				
8-52	1936	B	H	12	M	24 9/32	2	3/16	.010	.010	Rear Two Service Brakes				
8-52 SC	1936	B	H	12	M	24 9/32	2	3/16	.010	.010	Rear Two Service Brakes				
CADILLAC															
V- 8 355E	1935	O	Me	15	W	29 27/32	2	t	.007	.007	Rear Two Service Brakes				
V-12 370E	1935	O	Me	15	W	29 27/32	2	t	.007	.007	Rear Two Service Brakes				
V-16 452E	1935	O	Me	15	W	29 27/32	2	t	.007	.007	Rear Two Service Brakes				
V- 8 60	1936	B	H	12	a	25 7/8	2	3/16	.010	.010	Rear Two Service Brakes				
V- 8 70	1936	B	H	14	a	30	2 1/4	1/4	.010	.010	Rear Two Service Brakes				
V- 8 75	1936	B	H	14	a	30	2 1/4	1/4	.010	.010	Rear Two Service Brakes				
V-12 80-85	1936	B	H	14	a	30	2 1/4	1/4	.010	.010	Rear Two Service Brakes				
V-16	1936	O	mv	15	W	29 27/32	2	t	.007	.007	Rear Two Service Brakes				
V- 8 60	1937	B	H	12	a	25 7/8	z	3/16	.010	.010	Rear Two Service Brakes				
V- 8 65	1937	B	H	12	a	25 7/8	z	3/16	.010	.010	Rear Two Service Brakes				
V- 8 70	1937	B	H	12	a	25 7/8	z	3/16	.010	.010	Rear Two Service Brakes				
V- 8 75	1937	B	H	14	a	h	2 1/4	1/4	.010	.010	Rear Two Service Brakes				
V-12	1937	B	H	14	a	h	2 1/4	1/4	.010	.010	Rear Two Service Brakes				
V-16	1937	B	Hv	14	a	h	2 1/4	1/4	.010	.010	Rear Two Service Brakes				
V- 8 38-60 & Spec.	1938	B	H	12	M	25 7/8	2	3/16	.010	.010	Rear Two Service Brakes				
V- 8 38-65	1938	B	H	12	M	25 7/8	2 1/4	3/16	.010	.010	Rear Two Service Brakes				
V- 8 38-75	1938	B	H	14	M	30	2 1/4	1/4	.010	.010	Rear Two Service Brakes				
V-16 38-90	1938	B	Hv	14	mw	h	2 1/4	1/4	.010	.010	Rear Two Service Brakes				
V-8 61	1939	B	H	12	M	25 7/8	2	3/16	.010	.010	Rear Two Service Brakes				
V-8 60S	1939	B	H	12	M	25 7/8	2 1/4	3/16	.010	.010	Rear Two Service Brakes				
V-8 75	1939	B	H	14	M	30	2 1/4	1/4	.010	.010	Rear Two Service Brakes				
V-16 90	1939	B	Hv	14	mw	h	2 1/4	1/4	.010	.010	Rear Two Service Brakes				
V-8 62	1940	B	H	12	M	25 7/8	2	3/16	.010	.010	Rear Two Service Brakes				
V-8 60S	1940	B	H	12	M	25 7/8	2	3/16	.010	.010	Rear Two Service Brakes				
V-8 75	1940	B	H	14	M	30	2 1/4	1/4	.010	.010	Rear Two Service Brakes				
Series 60, 61, 62, 63	1941	B	H	12	M	24 1/2	2	3/16	.010	.010	Rear Two Service Brakes				
Series 67, 75	1941	B	H	12	M	24 1/2	2 1/2	3/16	.010	.010	Rear Two Service Brakes				
CHEVROLET															
Six Stand.	1935	O	Me	10	sm	20 1/16	1 3/4	3/16	—	—	All Four Service Brakes				
Six Master	1935	O	Me	12	M	20 19/32	1 3/4	3/16	—	—	All Four Service Brakes				
Six Stand.	1936	O	H	11	sm	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Six Master	1936	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Master 6	1937	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Master De Luxe 6	1937	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Six	1938	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Six	1939	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Six	1940	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Six	1941	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
CHRYSLER															
Six C6	1935	O-L	H	10	M	19 13/16	2	3/16	.912	.006	6	18 13/32	2	3/16	1/16
Eight CZ	1935	O-L	H	11	M	22 5/32	2	3/16	.012	.006	6	18 13/32	2	3/16	1/16

For key to abbreviations see page 97

BE PREPARED TO QUICKLY SERVICE ALL CARS

YOUR Wagner JOBBER

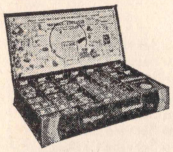
can supply everything you need for COMPLETE HYDRAULIC BRAKE SERVICE

LOCKHEED No. 21 FLUID

WAGNER LOCKHEED No. 21 FLUID is a product of the acknowledged leader for 15 years in the development and manufacture of Lockheed Hydraulic Brakes and Brake Fluid which is a vital part of the hydraulic brake system . . . Available in pint, quart, gallon and 5-gallon containers.

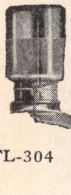
Wagner is constantly developing new brake equipment to help cut service costs—new assortments of hydraulic brake parts—new hones and gauges—new service accessories. A few of the many assortments and tools Wagner offers are described herewith.

Your jobber will tell you how you can qualify to hang this sign on your building and become a Wagner Authorized Service Station.



WAGNER BRAKE PARTS

WAGNER LOCKHEED HYDRAULIC BRAKE PARTS are available for servicing all makes and types of hydraulic brakes. The parts can be purchased individually, in kits, and in assortments. Assortments are for specific makes of cars and trucks, and there are also general assortments furnished in 1, 4, 7, 11 and 18 drawer cabinets.



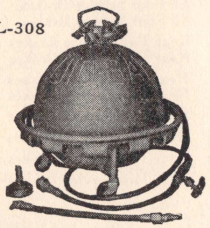
SELF-LEVELING AUTOMATIC REFILLER

Fully automatic . . . Fills master cylinder to proper level — and no overflow is possible. Assures reliable job.

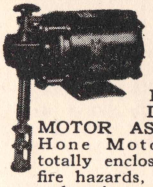
FL-304

WAGNER FLUID-BAL

FL-308



Saves fluid—quickly replaces fluid in the system, and leaves it recharged with fresh, clean fluid . . Made of LYNITE aluminum alloy—no chance for rust to form inside of tank . . . Capacity three and one-half gallons . . Portable.



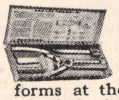
HONE DRIVE ASSEMBLY

FL-128 (AC or DC) HONE MOTOR ASSEMBLY. The Hone Motor Assembly is totally enclosed to overcome fire hazards, and furnishes a seal against extraneous matter.

NoGo GAUGES

FL-114 — NoGo Gauges. Castings which are honed so large that the NoGo Gauge is permitted to enter should be scrapped.

MASTER CYLINDER BURRING TOOL

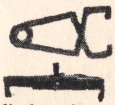


FL-134 — Master Cylinder Burring Tool. This tool is used to eliminate the burr that sometimes forms at the opening of the by-pass hole due to honing.

HONE SET

To be used with slow speed drill or drill press. Necessary cutting and polishing stones included, together with an adapter. Two assortments 7/8" to 2", and 1" to 2" diameter.

WHEEL CYLINDER CLAMPS



Wheel Cylinder Clamps. By using the wheel cylinder clamp, accidental blowing out of the pistons and subsequent bleeding operation is avoided.

FL-103 (Spring type) (Set of 4)
FL-104 (Slide type) (Set of 4)

SEAMLESS COPPER TUBING

Only the very best quality of seamless copper tubing is recommended for safety— Wagner seamless copper tubing is available in all necessary sizes. Prices on request.

COPPER TUBE TOOL KITS

Ask for Tubing Catalog Sheet, Form HU-134, describing 5 different kits. Bending, cutting and flaring tools can be purchased individually.

HYDRAULIC LINE PRESSURE GAUGE

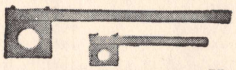
FL-171 — Hydraulic Line Pressure Gauge. Gives the exact line-pressure reading transmitted from the master cylinder to the wheel cylinders.

BLEEDER DRAIN & WRENCHES

Lightens the bleeder operation. Both wrenches and drain are needed.

FC-5343—Drain
FC-1502—Wrench
FC-2977—Wrench

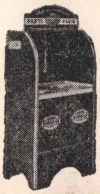
HEAD WRENCHES



The Master Cylinder Head Wrenches are for quick removal of the Master Cylinder Heads. Durable; easy to use. Furnished in three sizes. The NoRoL Cap Seal Wrench easily tightens or loosens NoRoL Caps. One at hand saves time and worry.

COMPLETE HONE OUTFIT

The complete hone outfit illustrated to the right consists of FL-118, Hone Stand; FL-128, Hone Drive Assembly; FL-127, Explosion-Proof Switch; FL-101, Hone Set, 7/8" to 2"; FL-114, NoGo Gauge Set; FL-134, Master Cylinder Burring Tool; FL-177, FL-178, and FL-179, Master Cylinder Head Wrenches; FL-180, NoRoL Shaft Seal Wrench, and buckets.



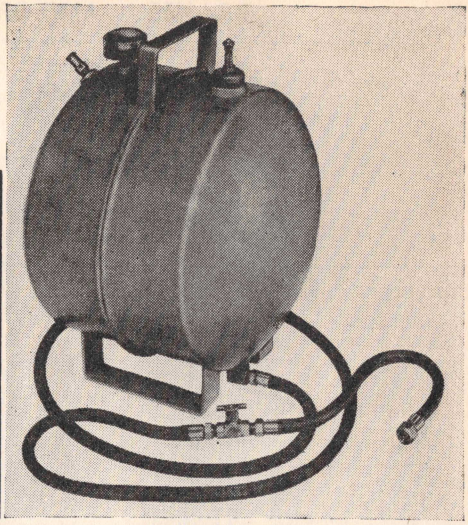
H41-12A

BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
CHRYSLER—Continued															
Eight C1 Airflow	1935	O-L	H	13	M	24 27/32	2	1/4	.012	.006	7	21 13/16	2 1/2	3/16	1/32
Eight C2 Airflow	1935	O-L	H	13	M	24 27/32	2	1/4	.012	.006	7	21 13/16	2 1/2	3/16	1/32
Six C7	1936	O-L	H	11	M	22 5/32	2	3/16	.012	.006	6	18 13/32	2	5/32	1/16
Eight C8	1936	O-L	H	11	M	22 5/32	2	3/16	.012	.006	6	18 13/32	2	5/32	1/16
Eight C9 Airflow	1936	O-L	H	13	M	24 27/32	2	1/4	.012	.006	7	21 5/8	2 1/2	3/16	1/32
Eight Imp. C10 Airf.	1936	O-L	H	13	M	24 27/32	2	1/4	.012	.006	7	21 5/8	2 1/2	3/16	1/32
Six C-16	1937	O-L	H	10	M	e	2	13/64	.012	.006	6	16 15/16	2	5/32	.025
De L. 8 C-14	1937	O-L	H	11	M	22 5/32	2	13/64	.012	.006	6	16 15/16	2	5/32	.025
Imp. Cus. C-15	1937	O-L	H	13	M	24 27/32	2	17/64	.012	.006	7	21 1/2	2	3/16	.025
Airflow C-17	1937	O-L	H	13	M	24 27/32	2	1/4	.012	.006	7	21 5/8	2 1/2	3/16	.025
Six C-18	1938	O-L	H	10	M	18 3/4	2	13/64	.012	.006	6	17 1/16	2	5/32	.025
De L. 8 C-19	1938	O-L	H	11	M	22 5/32	2	13/64	.012	.006	6	17 1/16	2	5/32	.025
Imp. Cus. C-20	1938	O-L	H	13	M	24 27/32	2	1/4	.012	.006	7	21 1/2	2 1/2	3/16	.025
Six C-22	1939	O	H	11	M	18 3/4	2	13/64	.012	.006	6	17 1/16	2	5/32	.025
De Luxe 8	1939	O	H	12	M	25 1/8	2	13/64	.012	.006	6	17 1/16	2	5/32	.025
Imperial Custom	1939	O	H	13	M	24 27/32	2 1/4	1/4	.012	.006	7	21 1/2	2 1/2	3/16	.025
Six C-25	1940	O	H	11	M	19 7/16	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
DeLuxe 8 C-26	1940	O	H	12	M	P	2	13/64	.007	q	7	20 1/8	2 1/2	5/32	015
Imp. Cus. C-27	1940	O	H	12	M	P	2	13/64	.007	q	7	20 1/8	2 1/2	5/32	.015
Royal 6 C-28	1941	O	H	11	M	19 7/16	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
R. Windsor C-28W	1941	O	H	11	M	19 7/16	2	13/64	.012	.006	7	20 1/8	2	5/32	.015
New Yorker 8 C-30	1941	O	H	12	M	p	2	13/64	.007	q	7	20 1/8	2 1/2	5/32	.015
Crown Cus. C-33	1941	O	H	12	M	p	2	13/64	.007	q	7	20 1/8	2 1/2	5/32	.015
DE SOTO															
Six SF	1935	O-L	H	10	M	19 13/16	2	3/16	.012	.006	6	18 13/32	2	3/16	1/16
Six SG Airflow	1935	O-L	H	11	M	22 5/32	2	3/16	.012	.006	7	21 13/32	2 1/2	3/16	1/32
Six Cust. S1	1936	O-L	H	11	M	22 5/32	2	3/16	.012	.006	7 13/16	24 3/16	2	1/4	1/16
Six S2 Airflow	1936	O-L	H	11	M	22 5/32	2	3/16	.012	.006	7	21 5/8	2 1/2	3/16	1/32
Six S-3	1937	O-L	H	10	M	e	2	13/64	.012	.006	6	16 15/16	2	5/32	.025
Six S-5	1938	O-L	H	10	M	19 7/16	2	13/64	.012	.006	6	17 1/16	2	5/32	.025
Six S-6	1939	O	H	10	M	19 7/16	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
Six S-7	1940	O	H	11	M	19 7/16	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
Six S-8	1941	O	H	11	M	19 7/16	2	13/64	.012	.006	6	17 1/16*	2	5/32	.015
DODGE															
Six DU	1935	O-L	H	10	M	19 13/16	2	3/16	.012	.006	6	18 13/32	2	5/32	1/16
Six Std. DV	1935	O-L	H	10	M	19 13/16	2	3/16	.012	.006	6	18 13/32	2	5/32	1/16
Six DeL. DV	1935	O-L	H	10	M	19 13/16	2	3/16	.012	.006	6	18 13/32	2	5/32	1/16
Six D2	1936	O-L	H	10	M	19 13/16	2	13/64	.012	.006	6	18 13/32	2	5/32	1/16
Six D3	1936	O-L	H	10	M	19 13/16	2	13/64	.012	.006	6	18 13/32	2	5/32	1/16
Six D4	1936	O-L	H	10	M	19 15/16	2	13/64	.012	.006	6	18 13/32	2	5/32	1/16
Six D-6	1937	O-L	H	10	M	e	2	13/64	.012	.006	6	16 15/16	2	5/8	.025
De L. D-7	1937	O-L	H	10	M	e	2	13/64	.012	.006	6	16 15/16	2	5/8	.025
Big 6 D-5	1937	O-L	H	10	M	e	2	13/64	.012	.006	6	16 15/16	2	5/8	.025
Six D-9	1938	O-L	H	10	M	17 29/32	2	13/64	.012	.006	6	17 1/16	2	5/32	.025
De L. D-10	1938	O-L	H	10	M	17 29/32	2	13/64	.012	.006	6	17 1/16	2	5/32	.025
Big 6 D-8	1938	O-L	H	10	M	17 29/32	2	13/64	.012	.006	6	17 1/16	2	5/32	.025

For key to abbreviations see page 97

Bleed 'em and Reap-



Real Brake Service Profits!

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$17.50 LIST

Complete with all fittings including five feet of high grade flexible hose for use with various hydraulic brakes and hydraulic remote control systems.

HERE'S "what the doctor ordered" for every shop which has any amount of hydraulic brake service work! The new Bendix Hydraulic Fill Tank—weight 10 pounds, capacity 2 gallons, pressure 35 pounds, price $17.50.

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You'll sell more brake work—and make more on it—with this handy Fill Tank. Hydraulic brakes should be bled: (1) whenever brakes are relined; (b) whenever pedal is "spongy" after adjustment; (c) twice a year in any event, to flush impurities from the system and avoid cylinder scoring and leaks. Tell your trade these facts and get more profitable work!

BENDIX-ECLIPSE OF CANADA, Ltd.

(Subsidiary of Bendix Aviation Corporation) WINDSOR, ONTARIO

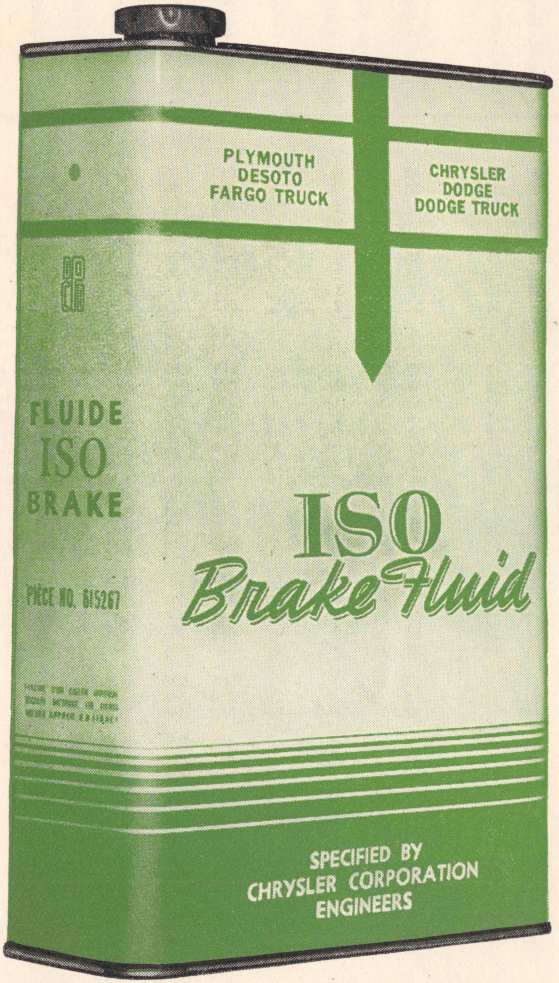
★ *Turn to page 68 for more information*

BRAKES — AND BRAKE LININGS

Make and Mode	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
DODGE—Continued															
De Luxe D-12	1939	O	H	10	M	17 29/32	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
Standard D-13	1939	O	H	10	M	17 29/32	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
Big 6 D-11	1939	O	H	11	M	18 7/16	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
Six D-15	1940	O	H	10	M	18	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
DeLuxe D-16	1940	O	H	10	M	18	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
Big 6 D-14	1940	O	H	11	M	19 1/16	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
Kingsway D-20	1941	O	H	10	M	18	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
De Luxe D-21	1941	O	H	10	M	18	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
Luxury Liner D-19	1941	O	H	11	M	19 1/16	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
FORD															
V-8	1935	O	Me	12	W	26 1/2	1 3/4	5/16	.010	.010	All Four Service Brakes				
V-8	1936	O	Me	12	W	26 1/2	1 3/4	5/16	.010	.010	All Four Service Brakes				
V-8 "60"	1937	O	Me	12	sm	26 1/2	1 3/4	.186	.010	.005	All Four Service Brakes				
V-8 "85"	1937	O	Me	12	sm	26 1/2	1 3/4	.186	.010	.005	All Four Service Brakes				
V-8 60	1938	O	Me	12	M	26 1/2	1 3/4	.185	.005	.005	All Four Service Brakes				
V-8 85	1938	O	Me	12	M	26 1/2	1 3/4	.185	.005	.005	All Four Service Brakes				
V-8 85	1939	O-L	H	12	x	y	1.75	.20	.010	.010	Rear Two Service Brakes				
Mercury	1939	O-L	H	12	x	y	1.75	.20	.010	.010	Rear Two Service Brakes				
V-8 85	1940	O-L	H	12	x	y	1.75	.185	.010	.010	Rear Two Service Brakes				
Mercury	1940	O-L	H	12	x	y	1.75	.185	.010	.010	Rear Two Service Brakes				
V-8 85	1941	O-L	H	12	M	23 5/32	1 3/4	.200	.010	.010	Rear Two Service Brakes				
Mercury	1941	O-L	H	12	M	23 5/32	1 3/4	.200	.010	.010	Rear Two Service Brakes				
GRAHAM															
Six	1935	L	H	9	M	18	1 3/4	.200	.008	.008	Rear Two Service Brakes				
Six Spec	1935	L	H	11	M	24	1 3/4	1/4	.012	.006	6	18 3/16	2	5/32	1/32
Eight	1935	L	H	13	M	26	2	5/16	.012	.006	6	18 3/16	2	5/32	1/32
Eight Super C	1935	L	H	13	M	26	2	5/16	.012	.006	6	18 3/16	2	5/32	1/32
6- 80 Crusader	1936	L	H	9	M	18	1 3/4	13/64	.008	.008	Rear Two Service Brakes				
6- 90 Cavalier	1936	L	H	11	M	23	1 3/4	.255	.010	.006	6	17 3/4	2	5/32	1/32
6-110 Super C	1936	L	H	11	M	23	1 3/4	.255	.010	.006	6	17 3/4	2	5/32	1/32
Crusader 85	1937	L	H	9	M	18	1 3/4	5/16	.010	.006	Rear Two Service Brakes				
Cavalier 95	1937	L	H	9	M	18	1 3/4	5/16	.010	.006	6	17 3/4	2	5/32	1/32
Super C 116	1937	L	H	11	M	23	1 3/4	1/4	.010	.006	6	17 3/4	2	5/32	1/32
Cus. Super C 120	1937	L	H	11	M	23	1 3/4	1/4	.010	.006	6	17 3/4	2	5/32	1/32
Special	1938	L	H	11	M	23	1 3/4	1/4	.010	.006	6	17 3/4	2	5/32	1/32
Supercharger	1938	L	H	11	M	23	1 3/4	1/4	.010	.006	6	17 3/4	2	5/32	1/32
Six-96	1939	L	H	11	M	23	1 3/4	1/4	.010	.006	6	17 3/4	2	5/32	1/32
Six-97	1939	L	H	11	M	23	1 3/4	1/4	.010	.006	6	17 3/4	2	5/32	1/32
Six-107	1940	L	H	11	M	23	1 3/4	1/4	.010	.006	6	17 3/4	2	5/32	1/32
Six-108	1940	L	H	11	M	23	1 3/4	1/4	.010	.006	6	17 3/4	2	5/32	1/32
HUDSON															
Six	1935	B	Me	9	M	19 3/16	2 1/4	5/16	.010	.010	All Four Service Brakes				
Eight	1935	B	Me	9	M	19 3/16	2 1/4	5/16	.010	.010	All Four Service Brakes				
Eight Cust	1935	B	Me	11	M	23 13/16	1 3/4	5/16	.010	.010	All Four Service Brakes				
Six	1936	B	H	10	mw	22 1/4	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
Eight	1936	B	H	11	mw	23 13/16	1 3/4	7/32	.010	.010	Rear Two Service Brakes				

For key to abbreviations see page 97

An exclusive Chrysler Engineering Development for ALL Hydraulic-Type Brakes



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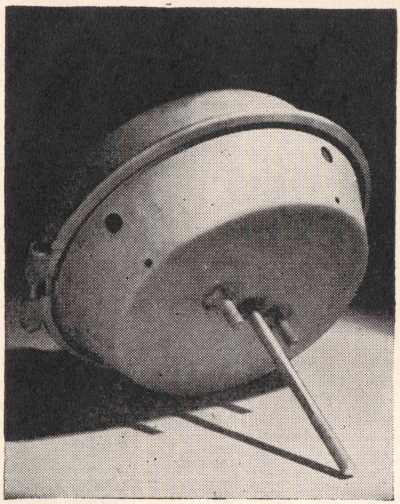
Chrysler Corporation of Canada, Limited (Parts Division) Windsor, Ontario

★ *Turn to page 68 for more information*

BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
HUDSON—Continued															
Six	1937	B	H	10 1/16	mw	22 1/8	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
Eight	1937	B	H	11 1/16	mw	23 15/16	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
Six	1938	B	H	10 1/16	mw	22 1/8	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
Eight	1938	B	H	11 1/16	mw	23 15/16	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
112	1938	B	H	9 1/16	mw	19 3/8	1 3/4	5/16	.010	.010	Rear Two Service Brakes				
Six-93	1939	B	H	10 1/16	mw	22 1/8	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
Six-91	1939	B	H	10 1/16	mw	22 1/8	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
Six-92	1939	B	H	10 1/16	mw	22 1/8	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
Eight-95	1939	B	H	11 1/16	mw	23 15/16	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
Eight-97	1939	B	H	11 1/16	mw	23 15/16	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
Six-90	1939	B	H	9 1/16	mw	19	1 3/4	5/16	.010	.010	Rear Two Service Brakes				
Six-98	1939	B	H	9 1/16	mw	19	1 3/4	5/16	.010	.010	Rear Two Service Brakes				
Six-41	1940	B	H	10 5/8	mw	22 1/8	1 3/4	5/16	.010	.010	Rear Two Service Brakes				
Six-43	1940	B	H	11 5/8	mw	23 15/16	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
Six-48	1940	B	H	10 5/8	mw	22 1/8	1 3/4	5/16	.010	.010	Rear Two Service Brakes				
Eight-44	1940	B	H	11 5/8	mw	23 15/16	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
Eight-47	1940	B	H	11 5/8	mw	23 15/16	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
Six-40	1940	B	H	9 5/8	mw	19	1 3/4	5/16	.010	.010	Rear Two Service Brakes				
Six-10	1941	B	H	10	mw	19 27/32	1 3/4	5/16	.010	.010	Rear Two Service Brakes				
Six-11, 18	1941	B	H	10	mw	19 27/32	1 3/4	5/16	.010	.010	Rear Two Service Brakes				
Six-12	1941	B	H	10	mw	21 19/32	1 3/4	5/16	.010	.010	Rear Two Service Brakes				
Eight	1941	B	H	11	mw	21 19/32	1 3/4	7/32	.010	.010	Rear Two Service Brakes				
HUPMOBILE															
Six 517	1935	S	Me	11	M	28 5/8	1 3/4	5/16	.062	.062	All Four Service Brakes				
Six 518	1935	L	H	10	M	20 7/8	2	5/16	.010	.005	Rear Two Service Brakes				
Eight 521-0	1935	O	H	12	M	24 3/8	2	5/16	.010	.005	Rear Two Service Brakes				
Eight 527	1935	S	mv	14	M	36 5/16	1 31/32	5/16	.062	.062	All Four Service Brakes				
Six 618-G	1936	L	H	10	M	20 7/8	2	5/16	.010	.005	Rear Two Service Brakes				
Eight 621-N	1936	L	H	12	M	24 3/8	2	5/16	.010	.005	Rear Two Service Brakes				
6-622E	1938	L	H	10	M	20 7/8	2	5/16	.010	.005	Rear Two Service Brakes				
8-825H	1938	L	H	12	M	24 3/8	2	5/16	.010	.005	Rear Two Service Brakes				
6-922E	1939	L	H	10	M	20 7/8	2	5/16	.010	.005	Rear Two Service Brakes				
8-925H	1939	L	H	12	M	24 3/8	2	5/16	.010	.005	Rear Two Service Brakes				
LINCOLN-ZEPHYR															
Continental	1941	B	H	12	wm	25.92	1 3/4	.210	.010	.010	Rear Two Service Brakes				
LAFAYETTE															
Six 3510	1935	B	Me	11	M	23 3/4	1 3/4	5/32	.010	.010	All Four Service Brakes				
Six 3610	1936	B	H	10	M	22 1/16	2	5/16	.010	.010	Rear Two Service Brakes				
LA SALLE															
Eight 35-50	1935	B	H	12	M	25 7/8	2	5/16	.010	.010	Rear Two Service Brakes				
Eight 36-50	1936	B	H	12	a	25 7/8	1 3/4	5/16	.010	.010	Rear Two Service Brakes				
Eight	1937	B	H	12	a	25 7/8	z	5/16	.010	.010	Rear Two Service Brakes				
38-50	1938	B	H	12	M	25 7/8	2	5/16	.010	.010	Rear Two Service Brakes				

For key to abbreviations see page 97



Typical B-K Diaphragm Type Cylinder

Servicing B-K VACUUM POWER BRAKES

★ **Sales of B-K Vacuum type brakes are the largest in the world.**

★ **Complete Power Brake Kits are available for any truck or bus.**

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BENDIX - ECLIPSE OF CANADA LTD.

Subsidiary of Bendix Aviation Corporation

WINDSOR - - ONTARIO

★ *Turn to page 68 for more information*

BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
LA-SALLE—Continued															
39-50	1939	B	H	12	M	25 7/8	2	3/16	.010	.010	Rear Two Service Brakes				
40-50 and 40-52	1940	B	H	12	M	25 7/8	2	3/16	.010	.010	Rear Two Service Brakes				
McLAUGHLIN-BUICK															
Eight 44	1935	B	Me	12	M	25 7/8	1 3/4	3/16	.010	.010	All Four Service Brakes				
Eight 45	1935	O	mv	12	mw	25 1/8	1 3/4	3/16	—	—	All Four Service Brakes				
Eight 46	1935	O	mv	14	mw	28 27/32	1 3/4	3/16	—	—	All Four Service Brakes				
Eight 49	1935	O	mv	14	mw	28 27/32	1 3/4	3/16	—	—	All Four Service Brakes				
Eight 44	1936	B	H	12	W	22 11/16	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Eight 46	1936	B	H	12	W	22 11/16	2	3/16	.010	.010	Rear Two Service Brakes				
Eight 48	1936	B	H	12	W	22 11/16	2	3/16	.010	.010	Rear Two Service Brakes				
Eight 49	1936	B	H	14	W	26 13/16	2	1/4	.010	.010	Rear Two Service Brakes				
44 Special	1937	B	H	12	wc	22 11/16	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
46 Century	1937	B	H	12	wc	22 11/16	2	3/16	.010	.010	Rear Two Service Brakes				
48 Roadmaster	1937	B	H	12	wc	22 11/16	2	3/16	.010	.010	Rear Two Service Brakes				
49 Limited	1937	B	H	14	wc	26 13/16	2	1/4	.010	.010	Rear Two Service Brakes				
44 Special	1938	O	H	12	wm	22 11/16	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
46 Century	1938	O	H	12	wm	22 11/16	2	3/16	.010	.010	Rear Two Service Brakes				
48 Roadmaster	1938	O	H	12	wm	22 11/16	2	3/16	.010	.010	Rear Two Service Brakes				
49 Limited	1938	O	H	14	wm	26 13/16	2	1/4	.010	.010	Rear Two Service Brakes				
44 Special	1939	O	H	12	wm	22 11/16	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
46 Century	1939	O	H	12	wm	22 11/16	2	3/16	.010	.010	Rear Two Service Brakes				
48 Roadmaster	1939	O	H	12	wm	22 11/16	2	3/16	.010	.010	Rear Two Service Brakes				
49 Limited	1939	O	H	14	wm	26 13/16	2	1/4	.010	.010	Rear Two Service Brakes				
44-00 & 45-00	1940	O	H	12	wm	22 11/16	1 3/4	3/16	.009	.009	Rear Two Service Brakes				
47 Roadmaster	1940	O	H	12	wm	22 15/16	2 1/4	3/16	009	.009	Rear Two Service Brakes				
Spec. 44; Super 45	1941	O	H	12	x	b	1 3/4	3/16	.015	.015	Rear Two Service Brakes				
Series 46, 47	1941	O	H	12	x	cc	2 1/4	3/16	.015	.015	Rear Two Service Brakes				
Series 49	1941	O	H	14	x	d	2	1/4	.015	.015	Rear Two Service Brakes				
NASH															
6 Adv. 3520	1935	B	H	11	M	23 13/16	1 3/4	5/32	.010	.010	Rear Two Service Brakes				
8 Adv. 3580	1935	B	H	11	M	23 13/32	2 1/4	5/32	.010	.010	Rear Two Service Brakes				
8 Amb. 3588	1935	B	H	11	M	23 13/32	2 1/4	5/32	.010	.010	Rear Two Service Brakes				
6-400	1936	B	H	10	M	22 1/16	2	3/16	.010	.010	Rear Two Service Brakes				
6 Amb.	1936	B	H	11	M	23 3/4	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
8 Super Amb.	1936	B	H	11	M	23 3/4	2 1/4	7/16	.010	.010	Rear Two Service Brakes				
Lafayette	1937	B	H	10 1/16	M	22 1/16	2	3/16	.010	.010	Rear Two Service Brakes				
Ambassador 6	1937	B	H	10 1/16	M	22 1/16	2	3/16	.010	.010	Rear Two Service Brakes				
Ambassador 8	1937	B	H	11 1/16	M	24	2 1/4	3/16	.010	.010	Rear Two Service Brakes				
Lafayette	1938	g	H	10 1/16	mw	21	2	7/32	.010	.010	Rear Two Service Brakes				
Ambassador 6	1938	B	H	10 1/16	mw	22	2	7/32	.010	.010	Rear Two Service Brakes				
Ambassador 8	1938	B	H	11 1/16	mw	24	2 1/4	7/32	.010	.010	Rear Two Service Brakes				
Lafayette	1939	Wa	H	10 1/16	M	21	2	7/32	.010	.010	Rear Two Service Brakes				
Ambassador 6	1939	B	H	10 1/16	M	22	2	7/32	.010	.010	Rear Two Service Brakes				
Ambassador 8	1939	B	H	11 1/16	M	24	2 1/4	7/32	.010	.010	Rear Two Service Brakes				

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BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
NASH—Continued															
Lafayette	1940	B	H	10	M	22	2	3/16	.010	.010	Rear Two Service Brakes				
Ambassador 6	1940	B	H	10	M	22	2	3/16	.010	.010	Rear Two Service Brakes				
Ambassador 8	1940	B	H	11 1/16	M	24	2 1/4	3/16	.010	.010	Rear Two Service Brakes				
Ambassador 600	1941	B	H	9	M	20 1/2	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Ambassador 6	1941	B	H	10	M	22	2	3/16	.010	.010	Rear Two Service Brakes				
Ambassador 8	1941	B	H	10	M	22	2	3/16	.010	.010	Rear Two Service Brakes				
OLDSMOBILE															
Six F-35	1935	B	H	11	mw	23 33/32	2	3/16	.008	.010	Rear Two Service Brakes				
Eight L-35	1935	B	H	12	mw	25 29/32	2	3/16	.008	.010	Rear Two Service Brakes				
Six F-36	1936	B	H	11	mw	—	2	3/16	.008	.010	Rear Two Service Brakes				
Eight L-36	1936	B	H	12	mw	—	2	3/16	.008	.010	Rear Two Service Brakes				
Six	1937	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Six	1938	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Eight	1938	Va	H	12	mw	23.05	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Six	1939	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
35-00 & 36-00	1940	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Six	1941	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Eight	1941	B	H	11	M	21 5/16	2	3/16	.015	.015	Rear Two Service Brakes				
PACKARD															
8-120	1935	B	H	12	M	26	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
8-120B	1935	B	mv	14	a	30 1/4	c	1/4	.010	.010	All Four Service Brakes				
Super Eight	1935	B	mv	14	a	30 1/4	c	1/4	.010	.010	All Four Service Brakes				
12 1207-1208	1935	B	mv	15	a	32 1/4	d	1/4	.010	.010	All Four Service Brakes				
8 120-B	1936	B	H	12	M	26	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
8 1400-1-2	1936	B	mv	14	a	30 1/4	c	1/4	.010	.010	All Four Service Brakes				
Super Eight	1936	B	mv	14	a	30 1/4	c	1/4	.010	.010	All Four Service Brakes				
12 1407-8	1936	B	mv	15	a	32 1/4	d	1/4	.010	.010	All Four Service Brakes				
Six	1937	B	H	11	W	24	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Eight 120-C	1937	B	H	12	W	24	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Super 8	1937	B	H	12	M	26	2 1/2	3/16	.010	.010	Rear Two Service Brakes				
Twelve	1937	B	Hv	14	W	30	2 3/4	1/4	.010	.010	Rear Two Service Brakes				
Six	1938	B	H	11	W	24	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Eight	1938	B	H	12	W	26	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Super 8	1938	B	H	12	M	26	2 1/2	3/16	.010	.010	Rear Two Service Brakes				
Twelve	1938	B	Hv	14	W	30	2 3/4	1/4	.010	.010	Rear Two Service Brakes				
Six	1939	B	H	11	M	24	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Eight	1939	B	H	12	mw	26	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Super 8	1939	B	H	12	M	26	2 1/4	3/16	.010	.010	Rear Two Service Brakes				
Twelve	1939	B	Hv	14	W	30	2 3/4	1/4	.010	.010	Rear Two Service Brakes				
Six	1940	B	H	11	W	24	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Eight	1940	B	H	12	W	26	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Super 8	1940	B	H	12	M	26	2 1/2	3/16	.010	.010	Rear Two Service Brakes				
110	1941	B	H	11	—	22 5/8	1 3/4	3/16	.015	.015	Rear Two Service Brakes				
120	1941	B	H	12	—	24 1/2	1 3/4	3/16	.015	.015	Rear Two Service Brakes				
Super 8	1941	B	H	12	—	24 1/2	2	3/16	.015	.015	Rear Two Service Brakes				

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BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
PLYMOUTH															
Six PJ	1935	O-L	H	10	M	19 13/16	2	3/16	.012	.006	6	18 13/32	2	5/32	1/16
Six Std. PJ	1935	O-L	H	10	M	19 13/16	2	3/16	.012	.006	6	18 13/32	2	5/32	1/16
Six DeL. PJ	1935	O-L	H	10	M	19 13/16	2	3/16	.012	.006	6	18 13/32	2	5/32	1/16
Six Std. P1	1936	O-L	H	10	M	19 13/16	2	13/64	.012	.006	6	18 13/32	2	5/32	1/16
Six DeL. P2	1936	O-L	H	10	M	19 13/16	2	13/64	.012	.006	6	18 13/32	2	5/32	1/16
Six P-3, P-4	1937	O-L	H	10	M	e	2	13/64	.012	.006	6	16 15/16	2	5/32	.025
Six P-5	1938	O-L	H	10	M	17 29/32	2	13/64	.012	.006	6	17 1/16	2	5/32	.025
De L. 6 P-6	1938	O-L	H	10	M	17 29/32	2	13/64	.012	.006	6	17 1/16	2	5/32	.025
Six P-7	1939	O	H	10	M	17 29/32	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
De Luxe 6 P-8	1939	O	H	10	M	17 29/32	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
Six P-9	1940	O	H	10	M	18	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
DeLuxe 6 P-10	1940	O	H	10	M	18	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
Roadking P-11	1941	O	H	10	M	18	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
De Luxe P-12	1941	O	H	10	M	18	2	13/64	.012	.006	6	17 1/16	2	5/32	.015
PONTIAC															
Six Std.	1935	B	H	12	M	25 29/32	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Six DeL.	1935	B	H	12	M	25 29/32	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Eight	1935	B	H	12	M	25 29/32	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Six Std.	1936	B	H	12	M	23 1/16	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Six DeL.	1936	B	H	12	M	23 1/16	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Eight	1936	B	H	12	M	23 1/16	1 3/4	3/16	.010	.010	Rear Two Service Brakes				
Six "224"	1937	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Six 26-00	1938	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Six 25-00	1938	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Chieftain	1939	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Arrow	1939	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Special 25-00	1940	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Arrow	1940	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
Sixes	1941	O	H	11	M	22 5/8	1 3/4	3/16	w	w	Rear Two Service Brakes				
REO															
6 Flying Cloud 6A	1935	L	H	11	M	25 1/4	1 3/4	3/16	.012	.010	—	—	—	—	—
6 Royale 7S	1935	L	H	12	M	24 5/16	1 3/4	3/16	.012	.010	7	20 1/4	2 1/2	3/16	1/32
6 Flying Cloud	1936	L	H	11	M	28 1/4	1 3/4	1/4	.010	.005	7	20 5/16	2 1/2	3/16	1/32
STUDEBAKER															
Dict. 6-1A	1935	L	H	11	M	23	1 3/4	1/4	.010	.005	Rear Two Service Brakes				
Dict. 6-2A	1935	L	H	11	M	23	1 3/4	1/4	.010	.005	Rear Two Service Brakes				
Comm. 8-1B	1935	L	H	12	M	25 3/8	1 3/4	1/4	.010	.005	Rear Two Service Brakes				
Pres. 8-1C	1935	L	H	13	M	27 1/2	1 3/4	1/4	.010	.005	Rear Two Service Brakes				

For key to abbreviations see page 97

BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
STUDEBAKER—Continued															
Dict. 6-3A	1936	L	H	11	W	23	1¾	1¼	.010	.005	Rear Two Service Brakes				
Dict. 6-4A	1936	L	H	11	W	23	1¾	1¼	.010	.005	Rear Two Service Brakes				
Pres. 8-2C	1936	L	H	12	W	25	1¾	1¼	.010	.005	Rear Two Service Brakes				
Dictator	1937	L	H	11	f	19 11/16	1¾	3/16	.010	.005	Rear Two Service Brakes				
President 8	1937	L	H	12	f	21½	1¾	¼	.010	.005	Rear Two Service Brakes				
Six (7A)	1938	L	H	11	f	19 11/16	2	3/16	.010	.005	Rear Two Service Brakes				
Commander 6 (8A)	1938	L	H	11	f	19 11/16	2	3/16	.010	.005	Rear Two Service Brakes				
President 8 (4C)	1938	L	H	11	f	19 11/16	2¼	3/16	.010	.005	Rear Two Service Brakes				
Champion "G"	1939	L	H	9	f	17¾	1¾	3/16	.010	.005	Rear Two Service Brakes				
Commander 6 (9A)	1939	L	H	11	f	19 11/16	2	3/16	.010	.005	Rear Two Service Brakes				
President 8 (5C)	1939	L	H	11	f	19 11/16	2¼	3/16	.010	.005	Rear Two Service Brakes				

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BRAKES — AND BRAKE LININGS

Make and Model	Year	Brake Mechanism—Make	Brake Mechanism—Type	Drum Diameter	Lining Type—Original Equipment	Lining—Length per Wheel	Lining—Width	Lining—Thickness	Clearance—Toe	Clearance—Heel	Hand Brake—Drum Diameter	Lining—Length	Lining—Width	Lining—Thickness	Lining—Clearance
STUDEBAKER—Continued															
Champion 2-G	1940	L	H	9	f	17¾	1¾	5/16	.010	.005	Rear Two Service Brakes				
Comm. 6 (10A)	1940	L	H	11	f	19 11/16	2	5/16	.010	.005	Rear Two Service Brakes				
President 8 (6C)	1940	L	H	11	f	19 11/16	2¼	5/16	.010	.005	Rear Two Service Brakes				
Champion 6-3G	1941	L	H	9	M	17¾	1¾	5/16	.010	.005	Rear Two Service Brakes				
Commander 6-11A	1941	L	H	11	M	19 11/16	2	5/16	.010	.005	Rear Two Service Brakes				
President 8-7C	1941	L	H	11	M	19 11/16	2¼	5/16	.010	.005	Rear Two Service Brakes				
TERRAPLANE															
Six	1935	B	Me	9	M	19 3/16	1¾	5/16	.010	.010	All Four Service Brakes				
Six	1936	B	H	10	mw	22 1/8	1¾	7/32	.010	.010	Rear Two Service Brakes				
Six	1937	B	H	10 1/16	mw	22 1/8	1¾	7/32	.010	.010	Rear Two Service Brakes				
Special 80	1938	B	H	10 1/16	mw	22 1/8	1¾	7/32	.010	.010	Rear Two Service Brakes				
Super 82	1938	B	H	10 1/16	mw	22 1/8	1¾	7/32	.010	.010	Rear Two Service Brakes				
WILLYS															
Four 77	1935	B	Me	9	M	19 3/16	1¾	5/16	.010	.010	All Four Service Brakes				
Four 77	1936	B	Me	9	M	19 3/16	1¾	5/16	.010	.010	All Four Service Brakes				
37	1937	B	Me	9	M	19 3/16	1¾	5/16	.010	.010	All Four Service Brakes				
4-38	1938	B	M	9	M	19 3/16	1¾	5/16	.010	.010	All Four Service Brakes				
Four-48	1939	B	M	9	M	19 3/16	1¾	5/16	.010	.010	All Four Service Brakes				
Overland 39	1939	W-L	H	9	mw	18 15/16	1¾	5/16	.010	.010	Rear Two Service Brakes				
Willys 440	1940	B	H	9	mw	18 5/8	1¾	5/16	.008	.004	Rear Two Service Brakes				
Willys Americar	1941	B	H	9	M	18 5/8	1¾	5/16	.008	.005	Rear Two Service Brakes				

ABBREVIATIONS

a—Primary molded; secondary woven b—Primary 9 15/16; secondary 12¾ B—Bendix

c—Left front wheel 1¾"; other wheels 2¼" cc—Primary 10"; secondary 12 15/16" d—Left front wheel 1⅞"; other wheels 2½'

e—Front 19 13/16"; rear 17 19/64" f—Front shoe woven, rear shoe molded g—H serial numbers Bendix; L serial numbers Wagner

h—Front forward shoes 12¼"; all other shoes 15" H—Hydraulic Hv—Hydraulic with vacuum unit

L—Lockheed M—Molded Me—Mechanical mv—Mechanical with vacuum unit mw—Molded and woven

O—Own O-L—Own, Lockheed type MS—Midland Steeldraulic p—Front 25⅛; rear 22 5/16

q—Front wheel, both shoes .006; rear wheel, front shoe .006, rear .007 sm—Semi-molded

t—Forward shoe .245", reverse shoe .183" Va—Various W—Woven Wa—Wagner

w—Tighten to slight drag, then back off four notches wc—Woven and compressed wm—Woven and molded

x—Primary woven, secondary molded y—Primary 13.18; secondary 10.1

z—Front wheels 2¼"; rear wheels 2" *—With Simplimatic Transmission 20⅛"

VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
AUBURN															
6-53	1935	1 7/16	30	.0015	1 13/32	45	.0015	11/32	.006H	.006H	.010	7½°B	37½°A	50°B	5°A
8-51	1935	1 7/16	30	.0015	1 13/32	45	.0015	11/32	.006H	.006H	.010	7½°B	37½°A	50°B	5°A
6-54	1936	1 5/16	30	.0015	1 13/32	45	.0015	5/16	.010H	.010H	.012	7½°B	37½°A	50°B	5°A
8-52	1936	1 5/16	30	.0015	1 13/32	45	.0015	5/16	.010H	.010H	.012	7½°B	37½°A	50°B	5°A
CADILLAC															
V- 8	1934–35	1 43/64	30	.0025	1 41/64	45	.0025	23/64	.006C	.008C	b	6°B	42°A	38°B	2°A
V-12	1934–35	1 7/16	45	.0015	1 29/64	45	.0015	11/32	Automatic Take-up			TDC	44°A	39°B	5°A
V-16	1934–35	1 7/16	45	.0015	1 29/64	45	.0015	11/32	Automatic Take-up			TDC	44°A	39°B	5°A
V- 8	1936	1 7/8	45	.0025	1 5/8	45	.0025	23/64	Automatic Take-up			TDC	42°A	52°B	10°A
V-12	1936	1 33/64	45	.0015	1 25/64	45	.0015	11/32	Automatic Take-up			TDC	44°A	39°B	5°A
V-16	1936	1 33/64	45	.0015	1 25/64	45	.0015	11/32	Automatic Take-up			TDC	44°A	39°B	5°A
V- 8 60, 65, 70	1937	1 7/8	45	.0010	1 5/8	45	.0020	v	Automatic Take-up			TDC	42°A	52°B	10°A
V- 8 75	1937	1 7/8	45	.0010	1 5/8	45	.0020	v	Automatic Take-up			TDC	42°A	52°B	10°A
V-12	1937	1 33/64	45	.0010	1 25/64	45	.0010	11/32	Automatic Take-up			TDC	44°A	39°B	5°A
V-16	1937	1 33/64	45	.0010	1 25/64	45	.0010	11/32	Automatic Take-up			TDC	44°A	39°B	5°A
V-8 38-60&Spec.	1938	1.876	45	.0010	1.626	45	.0020	v	Automatic Take-up			TDC	42°A	52°B	10°A
V-8 38-65&38-75	1938	1.876	45	.0010	1.626	45	.0020	v	Automatic Take-up			TDC	42°A	52°B	10°A
V-16 38-90	1938	1.495	45	.0023	1.370	45	.0033	vv	Automatic Take-up			8°B	28°A	44°B	12°A
V-8 61	1939	1 7/8	45	.0010	1 5/8	45	.0020	v	Automatic Take-up			TDC	42°A	52°B	10°A
V-8 60S, V-8 75	1939	1 7/8	45	.0010	1 5/8	45	.0020	v	Automatic Take-up			TDC	42°A	52°B	10°A
V-16 90	1939	1 1/2	45	.0023	1 3/8	45	.0033	vv	Automatic Take-up			8°B	28°A	44°B	12°A
V-8 62	1940	1 7/8	45	.0023	1 5/8	45	.0033	v	Automatic Take-Up			TDC	42°A	52°B	10°A
V-8 60S, V-8 75	1940	1 7/8	45	.0023	1 5/8	45	.0033	v	Automatic Take-Up			TDC	42°A	52°B	10°A
All Series	1941	1 7/8	45	.0023	1 5/8	45	.0033	v	Automatic Take-Up			TDC	42° A	52°B	10°A
CHEVROLET															
6 Std. Master	1935	1 45/64	30	.0010	1 15/32	30	.0020	w	.006H	.013H	f	4°B	34°A	47°B	4°A
6 Std. Master	1936	1 41/64	30	.0010	1 15/32	30	.0020	w	.006H	.013H	f	9°B	29°A	52°B	1°B
Six	1937	1 41/64	30	.0010	1 15/32	30	.0020	r	.006H	.013H	f	9°B	29°A	52°B	1°B
Six	1938	1 41/64	30	.0010	1 15/32	30	.0020	pp	.006H	.013H	f	9°B	29°A	52°B	1°B
Six	1939	1 41/64	30	.0010	1 15/32	30	.0020	q	.006H	.013H	f	9°B	29°A	52°B	1°B
Six	1940	1 41/64	30	.0010	1 15/32	30	.0020	q	.006H	.013H	f	3°B	35°A	46°B	5°A
Six	1941	1 41/64	30	.0010	1 15/32	30	.0020	q	.006H	.013H	f	3°B	35°A	46°B	5°A
CHRYSLER															
Six	1935–36	1 17/32	45	.0010	1 15/32	45	.0030	11/32	.006H	.008H	.010	TDC	50°B	48°B	2°A
8 Airstream	1935–36	1 15/32	45	.0010	1 13/32	45	.0030	11/32	.006H	.008H	.011	2°B	44°A	46°B	4°A
8 Airflow	1935–36	1 15/32	45	.0010	1 13/32	45	.0030	11/32	.006H	.008H	.011	2°B	44°A	46°B	4°A
8 Imp. Airf	1935–36	1 15/32	45	.0010	1 13/32	45	.0030	11/32	.006H	.008H	.011	2°B	44°A	46°B	4°A
Six C-16	1937	1 21/32	45	.0010	1 17/32	45	.0010	11/32	.006H	.010H	.014	TDC	50°A	48°B	2°A
Eight C-14, C-15	1937	1 15/32	45	.0010	1 13/32	45	.0010	11/32	.006H	.010H	x	2°B	44°A	46°B	4°A
Airflow C-17	1937	1 15/32	45	.0010	1 13/32	45	.0010	11/32	.006H	.010H	x	2°B	44°A	46°B	4°A
Six C-18	1938	1 21/32	45	.0010	1 17/32	45	.0010	11/32	.008H	.010H	.014	8°B	42°A	48°B	2°A
De Luxe 8 C-19	1938	1 15/32	45	.0010	1 13/32	45	.0010	11/32	.006H	.010H	x	2°B	44°A	46°B	4°A
Cus. Imp. C-20	1938	1 15/32	45	.0010	1 13/32	45	.0010	11/32	.006H	.010H	x	2°B	44°A	46°B	4°A
Six C-22	1939	1 21/32	45	.0010	1 17/32	45	.0010	11/32	.008H	.010H	.014	8°B	42°A	48°B	2°A
De Luxe 8 C-23	1939	1 17/32	45	.0010	1 11/32	45	.0010	3/8	.008H	.010H	.014	6°B	50°A	44°B	12°A
Cus. Imp. C-24	1939	1 17/32	45	.0010	1 11/32	45	.0010	3/8	.008H	.010H	.014	6°B	50°A	44°B	12°A
Six C-25	1940	1 21/32	45	.0010	1 17/32	45	.0010	11/32	.008H	.010H	.014	12°B	44°A	50°B	6°A
DeLuxe 8 C-26	1940	1 17/32	45	.0010	1 11/32	45	.0010	11/32	.008H	.010H	x	6°B	50°A	44°B	12°A

For key to abbreviations see page 105

VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
CHRYSLER—Continued															
Cus. Imp. C-27	1940	1 17/32	45	.0010	1 11/32	45	.0010	11/32	.008H	.010H	x	6°B	50°A	44°B	12°A
Royal 6 C-28	1941	1 31/32	45	.0015	1 17/32	45	.0015	3/8	.008H	.010H	.014	12°B	44°A	50°B	6°A
N. York. 8 C-30	1941	1 17/32	45	.0015	1 11/32	45	.0015	3/8	.008H	.010H	x	6°B	50°A	44°B	12°A
Crown Imp. C-33	1941	1 17/32	45	.0015	1 11/32	45	.0015	3/8	.008H	.010H	x	6°B	50°A	44°B	12°A
DE SOTO															
Six Air S., Airf.	1935	1 17/32	45	.0010	1 15/32	45	.0030	11/32	.006H	.008H	.010	TDC	50°A	48°B	2°A
6 Air S., Airf.	1936	1 17/32	45	.0010	1 15/32	45	.0030	11/32	.006H	.008H	.010	TDC	50°A	48°B	2°A
Six S-3	1937	1 21/32	45	.0010	1 17/32	45	.0010	11/32	.006H	.010H	.014	TDC	50°A	48°B	2°A
Six S-5	1938	1 21/32	45	.0010	1 17/32	45	.0010	11/32	.008H	.010H	.014	8°B	42°A	2°A	2°A
Six S-6	1939	1 21/32	45	.0010	1 17/32	45	.0010	11/32	.008H	.010H	.014	8°B	42°A	48°A	2°A
Six S-7	1940	1 21/32	45	.0010	1 17/32	45	.0010	11/32	.008H	.010H	.014	12°B	44°A	50°B	6°A
Six S-8	1941	1 21/32	45	.0015	1 17/32	45	.0015	3/8	.008H	.010H	.014	12°B	44°A	50°B	6°A
DODGE															
Six DU, DV	1935	1 15/32	45	.0010	1 15/32	45	.0030	5/16	.006H	.008H	.011	6°A	46°A	42°B	8°A
Six D2, D3, D4	1936	1 15/32	45	.0010	1 15/32	45	.0030	5/16	.006H	.008H	.011	6°A	46°A	42°B	8°A
Six D-6, D-7	1937	1 15/32	45	.0010	1 15/32	45	.0030	5/16	.006H	.008H	c	6°A	46°A	42°B	8°A
Big 6 D-5	1937	1 15/32	45	.0010	1 15/32	45	.0030	5/16	.006H	.008H	c	6°A	46°A	42°B	8°A
Six D-9, D-10	1938	1 15/32*	45	.0010	1 15/32†	45	.0030∅	5/16‡	.006H**	.008H**	c	6°A(a)	46°A(b)	42°B(c)	8°A(d)
Big 6 D-8	1938	1 15/32*	45	.0010	1 15/32†	45	.0030∅	5/16‡	.006H**	.008H**	c	6°A(a)	46°A(b)	42°B(c)	8°A(d)
Six D-12, D-13	1939	1 21/32	45	.0020	1 17/32	45	.0020	5/16	.008H	.010H	.014	8°B	42°A	48°B	2°A
Big 6 D-11	1939	1 21/32	45	.0020	1 17/32	45	.0010	5/16	.008H	.010H	.014	8°B	42°A	48°B	2°A
Six D-14, -15, -16	1940	1 21/32	45	.0020	1 17/32	45	.0020	11/32	.008H	.010H	.014	12°B	44°A	50°B	6°A
Six D-19, -20, -21	1941	1 21/32	45	.0010	1 17/32	45	.0030	3/8	.008H	.010H	.014	12°B	44°A	50°B	6°A
FORD															
V-8	1935–6	1 17/32	45	.0015	1 17/32	45	.0015	.295	.013H	.013H	.013	9½°B	54½°A	57½°B	6½°A
V-8 "60"	1937	1 9/32	45	.0015	1 9/32	45	.0015	.251	.015	.015	.015	9½°B	54½°A	57½°B	6½°A
V-8 "85"	1937	1 17/32	45	.0015	1 17/32	45	.0015	.292	.013	.013	.013	9½°B	54½°A	57½°B	6½°A
V-8 60	1938	1 9/32	45	.0015	1 9/32	45	.0015	.251	.0145	.0145	.0145	9½°B	54½°A	57½°B	6½°A
V-8 85	1938	1.537	45	.0015	1.537	45	.0016	.292	.0145	.0145	.0125	9½°B	54½°A	57½°B	6½°A
V-8 85	1939	1.537	45	.0025	1.537	45	.0025	.292	.0105	.0105	.0125	TDC	44°A	48°B	6°A
Mercury	1939	1.537	45	.0035	1.537	45	.0025	.292	.0105	.0105	.0125	TDC	44°A	48°B	6°A
V-8 85	1940	1.537	45	.0025	1.537	45	.0025	.292	.0105	.0105	.0125	TDC	44°A	48°B	6°A
Mercury	1940	1.537	45	.0025	1.537	45	.0025	.292	.0105	.0105	.0125	TDC	44°A	48°B	6°A
V-8 85	1941	1.537	45	.0025	1.537	45	.0025	.292	xx	xx	.015	TDC	44°A	48°B	6°A
Mercury	1941	1.537	45	.0025	1.537	45	.0025	.292	xx	xx	.015	TDC	44°A	48°B	6°A
GRAHAM															
Six	1935	1 33/64	30	.0010	1 13/64	45	.0010	3/32	.010H	.010H	.012	2°B	42°A	42°B	8°B
Six Spec.	1935	1 5/16	30	.0010	1 15/32	45	.0010	cc	.010H	.010H	.012	TDC	40°A	40°B	10°A
Eight	1935	1 3/8	45	.0010	1 1/4	45	.0010	dd	.010H	.010H	.012	TDC	40°A	40°B	10°A
Eight Super C	1935	1 1/2	45	.0010	1 3/8	45	.0010	dd	.010H	.010H	.012	TDC	40°A	40°B	10°A
6-80 Crusader	1936	1 33/64	30	.0018	1 13/64	45	.0020	5/16	.010H	.010H	.012	4½°B	47½°A	47½°B	4½°A
6-90 Cavalier	1936	1 33/64	30	.0018	1 21/64	45	.0020	5/16	.010H	.010H	.012	4½°B	47½°A	47½°B	4½°A
6-110 Super C	1936	1 33/64	30	.0018	1 21/64	45	.0020	5/16	.010H	.010H	.012	4½°B	47½°A	47½°B	4½°A
Crusader 85	1937	1 33/64	30	.0010	1 13/64	45	.0020	5/16	.010H	.010H	.012	4½°B	47½°A	47½°B	4½°A
Cavalier 95	1937	1 33/64	30	.0010	1 21/64	45	.0020	5/16	.010H	.010H	.012	2°A	54°A	41°B	11°A
Super C 116	1937	1 33/64	30	.0010	1 21/64	45	.0020	5/16	.010H	.010H	.012	4½°B	47½°A	47½°B	4½°A
Cus. Super C 120	1937	1 33/64	30	.0010	1 21/64	45	.0020	5/16	.010H	.010H	.012	4½°B	47½°A	47½°B	4½°A
Special	1938	1 33/64	30	.0020	1 21/64	45	.0030	5/16	.010H	.010H	.012	4½°B	47½°A	47½°B	4½°A

For key to abbreviations see page 105

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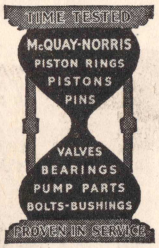

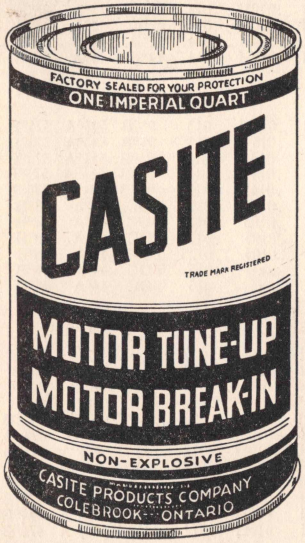

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VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
GRAHAM—Continued															
Supercharger	1938	1 33/64	30	.0020	1 21/64	45	.0030	5/16	.010H	.010H	.012	4½°B	47½°A	47½°B	4½°A
Six-96	1939	1 33/64	30	.0020	1 21/64	45	.0030	5/16	.010H	.010H	.012	4½°B	47½°A	47½°B	4½°A
Six-97	1939	1 33/64	30	.0020	1 21/64	45	.0030	5/16	.010H	.010H	.012	4½°B	47½°A	47½°B	4½°A
Six-107	1940	1 33/64	30	.0020	1 21/64	45	.0030	5/16	.010H	.010H	.012	4½°B	47½°A	47½°B	4½°A
Six-108	1940	1 33/64	30	.0020	1 21/64	45	.0030	5/16	.010H	.010H	.012	4½°B	47½°A	47½°B	4½°A
HUDSON															
Six	1935-36	1 3/8	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10 2/3°B	60°A	50°B	18 2/3°A
Eight	1935	1 1/2	45	.0015	1 1/2	45	.0030	11/32	.006H	.008H	.010	10 2/3°B	60°A	50°B	18 2/3°A
Eight	1936	1 1/2	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10 2/3°B	60°A	50°B	18 2/3°A
Six	1937	1 3/8	45	.0020	1 3/8	45	.0020	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Eight	1937	1 1/2	45	.0020	1 3/8	45	.0020	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Six	1938	1 3/8	45	.0020	1 3/8	45	.0020	11/32	.006H	.008H	.010	10¾°B	60°A	55°B	18¾°A
Eight	1938	1 1/2	45	.0020	1 3/8	45	.0020	11/32	.006H	.008H	.010	10¾°B	60°A	55°B	18¾°A
112	1938	1 3/8	45	.0020	1 3/8	45	.0020	11/32	.006H	.008H	.010	10¾°B	60°A	55°B	18¾°A
Six-93	1939	1 3/8	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Six-91	1939	1 3/8	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Six-92	1939	1 3/8	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Eight-95	1939	1 1/2	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Eight-97	1939	1 1/2	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Six-90	1939	1 3/8	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Six-98	1939	1 3/8	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Six-41	1940	1 3/8	45	.0015	1 3/4	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Six-43	1940	1 3/8	45	.0015	1 3/4	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Six-48	1940	1 3/8	45	.0015	1 3/4	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Eight-44	1940	1 1/2	45	.0015	1 3/4	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Eight-47	1940	1 1/2	45	.0015	1 3/4	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Six-40	1940	1 3/8	45	.0015	1 3/4	45	.0030	11/32	.006H	.008H	.010	10¾°B	60°A	50°B	18¾°A
Six 10****	1941	1 3/8	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10 2/3°B	60°A	50°B	18¾°A
Six 10***	1941	1 3/8	45	.0015	1 3/8	45	.0030	11/32	.010H	.012H	.010	28½°B	68½°A	52 2/3°B	32 2/3°A
Six 11, 12, 18	1941	1 3/8	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10 2/3°B	60°A	50°B	18¾°A
Eight	1941	1 1/2	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10 2/3°B	60°A	50°B	18¾°A
HUPMOBILE															
Six 517	1935	1 21/32	45	.0015	1 17/32	45	.0015	11/32	.013H	.013H	g	2°B	51°A	44°B	3°A
Six 518	1935	1 21/32	45	.0015	1 17/32	45	.0015	11/32	.010H	.013H	h	2°B	51°A	44°B	3°A
Eight 521-0	1935	1 17/32	45	.0015	1 13/32	45	.0015	.325	.018H	.018H	.017	3°A	49°A	41°B	5°A
Eight 527	1935	1 17/32	45	.0015	1 13/32	45	.0015	11/32	.018H	.018H	.017	3°A	49°A	41°B	5°A
Six 618G	1936	1 21/32	45	.0015	1 17/32	45	.0015	11/32	.010H	.013H	h	2°B	51°A	44°B	3°A
Eight 621N	1936	1 17/32	45	.0015	1 13/32	45	.0015	.325	.006H	.013H	.017	1°A	49°A	45°B	3°A
6-622E	1938	1 21/32	45	.0010	1 17/32	45	.0010	11/32	.010	.013	hh	2°B	51°A	44°B	3°A
8-825H	1938	1 17/32	45	.0015	1 13/32	45	.0015	.325	.007	.014	hu	1°A	49°A	45°B	3°A
6-922E	1939	1 21/32	45	.0010	1 17/32	45	.0010	11/32	.010	.013	hh	2°B	51°A	44°B	3°A
8-925H	1939	1 17/32	45	.0015	1 13/32	45	.0015	.325	.007	.014	hu	1°A	49°A	45°B	3°A
LINCOLN-ZEPHYR															
Continental	1941	1 17/32	45	.0025	1 17/32	45	.0025	.291	Hydraulic Tappets			10½°B	35°A	51°B	8°A
LA SALLE															
Eight 35-50	1935	1 13/32	30	.0020	1 13/32	30	.0030	n	.006H	.009H	.015	6°A	37°A	34°B	5°A
Eight 36-50	1936	1 9/16	30	.0020	1 27/64	45	.0030	m	.006H	.009H	.015	6°A	37°A	34°B	5°A
Eight	1937	1 7/8	45	.0010	1 5/8	45	.0020	v	Automatic Take-Up			TDC	42°A	52°B	10°A
38-50	1938	1 7/8	45	.0010	1 5/8	45	.0020	v	Automatic Take-Up			TDC	42°A	52°B	10°A
39-50	1939	1 7/8	45	.0010	1 5/8	45	.0020	v	Automatic Take-Up			TDC	42°A	52°B	10°A
40-40 and 40-52	1940	1 7/8	45	.0023	1 5/8	45	.0033	v	Automatic Take-Up			TDC	42°A	52°B	10°A

For key to abbreviations see page 105

VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
McLAUGHLIN-BUICK															
8-40, 44	1934–35	1 17/32	45	.0015	1 11/32	45	.0021	.334	.008H	.008H	.004	4½°B	54°A	58°B	30°A
8-50, 45	1934–35	1 15/32	45	.0011	1 11/32	45	.0014	.340	.008H	.008H	.004	4½°B	54°A	58°B	30°A
8-60, 46	1934–35	1 3/16	45	.0011	1 7/16	45	.0014	.340	.008H	.008H	.004	4½°B	54°A	58°B	30°A
8-90, 49	1934–35	1 35/64	45	.0011	1 11/32	45	.0014	.340	.008H	.008H	.004	4½°B	54°A	58°B	30°A
8-44	1936	1 17/32	45	.0015	1 11/32	45	.0021	.332	.008H	.015H	.004	8°B	58°A	58°B	23°A
8-46, 48, 49	1936	1 35/64	45	.0015	1 7/16	45	.0021	.347	.008H	.015H	.004	14°B	71°A	56°B	25°A
44 Special	1937	1 17/32	45	.0015	1 11/32	45	.0021	t	.015H	.015H	.004	13°B	68°A	55°B	22°A
46 Century	1937	1 35/64	45	.0015	1 7/16	45	.0021	uu	.015H	.015H	.004	14°B	71°A	56°B	25°A
48 Roadmaster	1937	1 35/64	45	.0015	1 7/16	45	.0021	uu	.015H	.015H	.004	14°B	71°A	56°B	25°A
49 Limited	1937	1 35/64	45	.0015	1 7/16	45	.0021	uu	.015H	.015H	.004	14°B	71°A	56°B	25°A
44 Special	1938	1 17/32	45	.0015	1 11/32	45	.0021	t	.015H	.015H	.004	13°B	68°A	55°B	22°A
46 Century	1938	1 35/64	45	.0015	1 7/16	45	.0021	uu	.015H	.015H	.004	14°B	71°A	56°B	25°A
48 Roadmaster	1938	1 35/64	45	.0015	1 7/16	45	.0021	uu	.015H	.015H	.004	14°B	71°A	56°B	25°A
49 Limited	1938	1 35/64	45	.0015	1 7/16	45	.0021	uu	.015H	.015H	.004	14°B	71°A	56°B	25°A
44 Special	1939	1 17/32	45	.0015	1 11/32	45	.0021	t	.015H	.015H	.004	13°B	68°A	55°B	22°A
46 Century	1939	1 35/64	45	.0015	1 7/16	45	.0021	.347	.015H	.015H	.004	14°B	71°A	56°B	25°A

For key to abbreviations see page 105

★ *Turn to page 68 for more information*

VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
McLAUGHLIN-BUICK—Continued															
48 Roadmaster	1939	1 25/32	45	.0015	1 7/16	45	.0021	.347	.015H	.015H	.004	14°B	71°A	56°B	25°A
49 Limited	1939	1 25/32	45	.0015	1 7/16	45	.0021	.347	.015H	.015H	.004	14°B	71°A	56°B	25°A
44-00 & 45-00	1940	1 17/32	45	.0015	1 11/32	45	.0021	.348	.015H	.015H	.004	13°B	68°A	55°B	22°A
47 Roadmaster	1940	1 25/32	45	.0015	1 7/16	45	.0021	tt	.015H	.015H	.004	14°B	71°A	56°B	25°A
Sp. 44; Super 45	1941	1 17/32	45	.0015	1 11/32	45	.0021	.348	.015H	.015H	.004	13°B	68°A	55°B	22°A
Series 46, 47, 49	1941	1 25/32	45	.0015	1 7/16	45	.0021	tt	.015H	.015H	.004	14°B	71°A	56°B	25°A
NASH															
Six	1934–35	1 3/4	45	.0020	1 19/32	45	.0020	11/32	.015H	.015H	.015	—	—	—	—
8 Advanced	1934–35	1 21/32	45	.0020	1 15/32	45	.0020	11/32	.015H	.015H	.015	—	—	—	—
Eight Amb. 3588	1935	1 21/32	45	.0020	1 15/32	45	.0020	11/32	.015H	.015H	.015	—	—	—	—
Six 400	1936	1 21/32	45	.0020	1 17/32	45	.0020	5/16	.008H	.008H	.008	—	—	—	—
Six Amb.	1936	1 3/4	45	.0020	1 19/32	45	.0020	11/32	.015H	.015H	.015	—	—	—	—
8 Super Amb.	1936	1 21/32	45	.0020	1 15/32	45	.0020	11/32	.015H	.015H	.015	—	—	—	—
La Fayette 400	1937	1 21/32	45	.0020	1 17/32	45	.0020	5/16	.015H	.015H	.015	26°B	76°A	76°B	36°A
Ambassador 6	1937	1 3/4	45	.0020	1 19/32	45	.0020	11/32	.008H	.015H	y	24°B	70½°A	49½°B	5°A
Ambassador 8	1937	1 21/32	45	.0020	1 15/32	45	.0020	11/32	.008H	.015H	y	20°B	74°A	45°B	10°A
Lafayette	1938	1 21/32	45	.0020	1 17/32	45	.0020	5/16	.015H	.015H	.015	21°B	71°A	71°B	31°A
Ambassador 6	1938	1 3/4	45	.0020	1 19/32	45	.0020	11/32	.008H	.015H	y	24°B	70½°A	49½°B	5°A
Ambassador 8	1938	1 21/32	45	.0020	1 15/32	45	.0020	11/32	.008H	.015H	y	20°B	74°A	45°B	10°A
Lafayette	1939	1 21/32	45	.0020	1 17/32	45	.0020	5/16	.015H	.015H	.015	21½°B	71°A	71°B	36½°A
Ambassador 6	1939	1 3/4	45	.0020	1 19/32	45	.0020	11/32	.015H	.015H	.015	24½°B	70½°A	49½°B	5°A
Ambassador 8	1939	1 21/32	45	.0020	1 15/32	45	.0020	11/32	.015H	.015H	.015	20°B	74°A	45°B	10°A
Lafayette	1940	1 21/32	45	.0020	1 17/32	45	.0020	5/16	.015H	.015H	.015	{ Timing marks on chain sprockets for cam relation to crankshaft.			
Ambassador 6	1940	1 3/4	45	.0020	1 19/32	45	.0020	11/32	.015H	.015H	.015				
Ambassador 8	1940	1 21/32	45	.0020	1 15/32	45	.0020	11/32	.015H	.015H	.015				
Ambassador 600	1941	1 11/32	45	.0020	1 9/32	45	.0020	5/16	.015H	.015H	.019	——	——	——	——
Ambassador 6	1941	1 3/4	45	.0020	1 19/32	45	.0020	11/32	.015H	.015H	.015	——	——	——	——
Ambassador 8	1941	1 21/32	45	.0020	1 15/32	45	.0020	11/32	.015H	.015H	.015	——	——	——	——
OLDSMOBILE															
Six F-35	1935	1 1/16	30	.0013	1 1/16	30	.0023	.300	.008H	.010H	.010	5°B	45°A	45°B	5°A
Eight L-35	1935	1 1/16	30	.0013	1 1/16	30	.0023	.300	.008H	.010H	.010	TDC	42°A	40°B	10°A
Six F-36	1936	1 1/16	30	.0013	1 27/64	45	.0023	.300	.008H	.010H	.010	5°B	45°A	45°B	5°A
Eight L-36	1936	1 1/16	30	.0013	1 27/64	45	.0023	.300	.008H	.010H	.010	TDC	42°A	40°B	10°A
Six	1937	1 1/16	30	.0013	1 27/64	45	.0023	5/16	.008H	.011H	s	5°B	45°A	45°B	5°A
Six	1938	1 1/16	30	.00125	1 27/64	45	.00225	.300	.008H	.011H	s	5°B	45°A	45°B	5°A
Eight	1938	1 1/16	30	.00125	1 27/64	45	.00225	.300	.008H	.011H	s	TDC	35°A	45°B	10°A
Six	1939	1 1/16	30	.0018	1 27/64	45	.0025	.300	.008H	.011H	s	5°B	45°A	45°B	5°A
35-00 & 36-00	1940	1 1/16	30	.0018	1 27/64	45	.0025	.300	.008H	.011H	(e)	5°B	45°A	45°B	5°A
Six	1941	1 1/16	30	.0018	1 27/64	45	.0025	ee	.008H	.011H	gg	5°B	45°A	45°B	5°A
Eight	1941	1 1/16	30	.0018	1 27/64	45	.0025	ff	.008H	.011H	j	DC	35°A	45°B	10°A
PACKARD															
8-120	1935–36	1 17/32	30	.0005	1 13/32	45	.0005	.300	.007H	.009H	—	5°B	39°A	45°B	5°A
Eight	1935–36	1 21/32	45	.0025	1 15/32	45	.0040	.358	.004H	.006H	.004	30°B	65°A	65°B	30°A
Super 8	1935–36	1 13/16	45	.0025	1 11/16	45	.0040	.358	.004H	.006H	.004	30°B	65°A	65°B	30°A
Twelve	1935–36	1 21/32	45	.0025	1 21/32	45	.0050	5/16	Automatic Take-up			TDC	45°A	35°B	10°A

For key to abbreviations see page 105

VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
PACKARD—Continued															
Six	1937	1 37/64	30	.0005	1 13/32	45	.0005	.300	.007H	.010H	.013	5°B	39°A	45°B	5°A
Eight 120-C	1937	1 13/32	30	.0005	1 13/32	45	.0005	.300	.007H	.010H	.013	5°B	39°A	45°B	5°A
Super 8	1937	1 21/32	45	.0025	1 13/32	45	.0040	.358	.006H	.008H	.005	30°B	65°A	65°B	30°A
Twelve	1937	1 41/64	45	.0025	1 21/32	45	.0050	.312	Automatic Take-up			TDC	45°A	35°B	10°A
Six	1938	1 37/64	30	.0020	1 13/32	45	.0040	z	.007H	.010H	.013	1°B	39°A	45°B	5°A
Eight	1938	1 17/32	30	.0020	1 13/32	45	.0040	z	.007H	.010H	.013	1°B	39°A	45°B	5°A
Super 8	1938	1 21/32	45	.0030	1 15/32	45	.0045	.354	.006H	.008H	.005	30°B	65°A	65°B	30°A
Twelve	1938	1 41/64	45	.0025	1 21/32	45	.0050	.3125	Automatic Take-up			TDC	45°A	35°B	10°A
Six	1939	1 37/64	30	.0020	1 13/32	45	.0040	z	.007H	.010H	.013	1°B	39°A	45°B	5°A
Eight	1939	1 17/32	30	.0020	1 13/32	45	.0040	z	.007H	.010H	.013	1°B	39°A	45°B	5°A
Super 8	1939	1 21/32	45	.0030	1 15/32	45	.0045	.354	.006H	.008H	.005	26°B	69°A	61°B	34°A
Twelve	1939	1 41/64	45	.0025	1 21/32	45	.0050	.3125	Automatic Take-up			TDC	45°A	35°B	10°A
Six	1940	1 17/32	30	.0020	1 3/8	45	.0040	z	.007H	.010H	y	1°B	39°A	45°B	5°A
Eight	1940	1 37/64	30	.0020	1 3/8	45	.0040	z	.007H	.010H	y	1°B	39°A	45°B	5°A
Super 8	1940	1.670	30	.0020	1 7/16	45	.0040	.340	Automatic Take-up			4°B	51°A	49°B	10°A
110	1941	1 19/32	30	.0025	1 3/8	45	.0045	z	.007H	.010H	jj	1°B	39°A	45°B	5°A
120	1941	1 37/64	30	.0025	1 3/8	45	.0045	z	.007H	.010H	jj	1°B	39°A	45°B	5°A
Super 8	1941	1.670	30	.0025	1 7/16	45	.0045	.340	Automatic Take-up			4°B	51°A	49°B	10°A
PLYMOUTH															
Six	1934–36	1 15/32	45	.0010	1 15/32	45	.0030	5/16	.006H	.008H	.011	6°A	46°A	42°B	8°A
Six P-3, P-4	1937	1 15/32	45	.0010	1 15/32	45	.0030	5/16	.006H	.008H	c	6°A	56°A	42°B	8°A
Six P5, P6	1938	1 15/32*	45	.0010	1 15/32†	45	.0030∅	5/16‡	.006H**	.008H**	c	6°A(a)	56°A(b)	42°B(c)	8°A(d)
Six P-7, P-8	1939	1 21/32	45	.0020	1 17/32	45	.0020	5/16	.008H	.010H	.014	8°B	42°A	48°B	2°A
Six P-9, P-10	1940	1 21/32	45	.0020	1 17/32	45	.0020	11/32	.008H	.010H	.014	12°B	44°A	50°B	6°A
Six P-11, P-12	1941	1 21/32	45	.0010	1 17/32	45	.0030	3/8	.008H	.010H	.014	12°B	44°A	50°B	6°A
PONTIAC															
Six	1935–36	1 17/32	30	.0006	1 15/32	45	.0006	19/64	.009H	.009H	.010	5°B	39°A	45°B	5°A
Eight	1935–36	1 15/32	30	.0006	1 11/32	45	.0006	19/64	.009H	.009H	.010	5°B	39°A	45°B	5°A
Six "224"	1937	1 41/64	30	.0010	1 15/32	30	.0020	p	.006H	.013H	f	9°B	29°A	52°B	1°B
Six 26-00	1938	1 41/64	30	.0010	1 15/32	30	.0020	pp	.006H	.013H	f	9°B	29°A	52°B	1°B
Six 25-00	1938	1 41/64	30	.0010	1 15/32	30	.0020	pp	.006H	.013H	f	9°B	29°A	52°B	1°B
Chieftain	1939	1 41/64	30	.0010	1 15/32	30	.0020	qq	.006H	.013H	f	9°B	29°A	52°B	1°B
Arrow	1939	1 41/64	30	.0010	1 15/32	30	.0020	q	.006H	.013H	f	9°B	29°A	52°B	1°B
Special 25-00	1940	1.593	30	.0030	1.468	45	.0030	.296	.012H	.012H	015	5°B	39°A	45°B	5°A
Arrow	1940	1 41/64	30	.0010	1 15/32	30	.0020	q	.006H	.013H	f	3°B	35°A	46°B	5°A
Sixes	1941	1 19/32	30	.0006	1 15/32	45	.0006	19/64	.012H	.012H	.015	5°B	39°A	45°B	5°A
REO															
6 Fly. Cd. 6A	1935	1 13/16	45	.0017	1 13/16	45	.0017	5/16	.007H	.008H	.012	TDC	50°A	48°B	2°A
6 Royale 7S	1935	1 13/16	45	.0020	1 13/16	45	.0020	5/16	.007H	.008H	.012	TDC	50°A	48°B	2°A
Six Fly. Cd.	1936	1 13/16	45	.0020	1 13/16	45	.0020	5/16	.007H	.008H	.012	5°B	45°A	35°B	5°A
STUDEBAKER															
Dict. 6	1935	1 15/32	45	.0010	1 3/32	45	.0010	5/16	.004H	.006H	.010	5°B	40°A	40°B	5°A
Comm. 8-1B	1935	1 15/32	45	.0010	1 3/32	45	.0010	11/32	.004H	.006H	.010	15°B	43°A	48°B	10°A
Pres. 8-1C	1935	1 15/32	45	.0010	1 3/32	45	.0010	11/32	.004H	.006H	.010	15°B	43°A	48°B	10°A
Dict. 6	1936	1 15/32	45	.0010	1 3/32	45	.0010	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A
Pres. 8	1936	1 15/32	45	.0010	1 3/32	45	.0010	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A
Dictator 6	1937	1 15/32	45	.0010	1 3/32	45	.0010	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A
President 8	1937	1 13/32	45	.0010	1 3/32	45	.0010	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A

For key to abbreviations see page 105

VALVES — VALVE TIMING

Make and Model	Year	Valve Head Diam.—Intake	Angle of Seat—Intake	Stem to Guide Clearance—Intake	Valve Head Diam.—Exhaust	Angle of Seat—Exhaust	Stem to Guide Clearance—Exhaust	Lift—Intake and Exhaust	Tappet Clearance—Intake	Tappet Clearance—Exhaust	Clearance for Valve Timing—Intake and Exhaust	Valve Timing—Intake Opens	Valve Timing—Intake Closes	Valve Timing—Exhaust Opens	Valve Timing—Exhaust Closes
STUDEBAKER—Continued															
Six (7A)	1938	1 15/32	45	.0010	1 13/32	45	.0010	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A
Comm. 6 (8A)	1938	1 15/32	45	.0010	1 13/32	45	.0010	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A
President 8 (4C)	1938	1 13/32	45	.0010	1 13/32	45	.0010	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A
Champion "G"	1939	1 11/32	45	.0010	1 13/32	45	.0010	5/16	.016C	.016C	.020	15°B	49°A	54°B	10°A
Comm. 6 (9A)	1939	1 15/32	45	.0010	1 13/32	45	.0010	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A
President 8 (5C)	1939	1 13/32	45	.0010	1 13/32	45	.0010	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A
Champion 2-G	1940	1 11/32	45	.0010	1 13/32	45	.0010	5/16	.0160	.0160	.020	15°B	49°A	54°B	10°A
Comm. 6 (10A)	1940	1 15/32	45	.0010	1 13/32	45	.0010	11/32	.0160	.0160	.020	15°B	49°A	54°B	10°A
President 8 (6C)	1940	1 13/32	45	.0010	1 13/32	45	.0010	11/32	.0160	.0160	.020	15°B	49°A	54°B	10°A
Champion 6-3G	1941	1 11/32	45	.0010	1 13/32	45	.0010	5/16	.016C	.016C	.020	15°B	49°A	54°B	10°A
Comm. 6-11A	1941	1 15/32	45	.0015	1 13/32	45	.0015	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A
President 8-7C	1941	1 13/32	45	.0010	1 13/32	45	.0010	11/32	.016C	.016C	.020	15°B	49°A	54°B	10°A
TERRAPLANE															
Six	1935	1 3/8	45	.0015	1 3/8	45	.0040	11/32	.006H	.008H	.010	10 3/8°B	60°A	50°B	18 3/8°A
Six	1936	1 3/8	45	.0015	1 3/8	45	.0030	11/32	.006H	.008H	.010	10 3/8°B	60°A	50°B	18 3/8°A
Six	1937	1 3/8	45	.0020	1 3/8	45	.0020	11/32	.006H	.008H	.010	10 1/4°B	60°A	50°B	18 1/4°A
Special 80	1938	1 3/8	45	.0020	1 3/8	45	.0020	11/32	.006H	.008H	.010	10 1/4°B	60°A	55°B	18 1/4°A
Super 82	1938	1 3/8	45	.0020	1 3/8	45	.0020	11/32	.006H	.008H	.010	10 1/4°B	60°A	55°B	18 1/4°A
WILLYS															
Four 77	1934–36	1 17/32	45	.0020	1 15/32	45	.0030	21/64	.004H	.006H	.010	TDC	45°A	40°B	5°A
37	1937	1 17/32	45	.0020	1 15/32	45	.0030	5/16	.004H	.006H	.010	TDC	45°A	40°B	5°A
4-38	1938	1 17/32	45	.0020	1 15/32	45	.0030	21/64	.004H	.006H	.010	TDC	45°A	40°B	5°A
Four-48	1939	1 17/32	45	.0020	1 15/32	45	.0030	21/64	.004H	.006H	.010	TDC	45°A	40°B	5°A
Overland 39	1939	1 17/32	45	.0015	1 15/32	45	.0020	23/64	.014C	.016C	.020	9°B	50°B	47°B	12°A
Willys 440	1940	1 17/32	45	.0015	1 15/32	45	.0020	23/64	.0140	.014C	.020	9°B	50°A	47°B	12°A
Willys Americar	1941	1 17/32	45	.0015	1 15/32	45	.0020	23/64	.014C	.014C	.020	9°B	50°A	47°B	12°A

ABBREVIATIONS

a—Intake .004", exhaust .006".
(a)—8°B after engine change.
aa—Intake .319", exhaust .326".
b—Intake .006", exhaust .010".
(b)—42°A after engine change.
bb—Intake 5/16", exhaust 21/64".
c—Intake .011", exhaust .012".
(c)—48°B after engine change.
cc—Intake .312", exhaust .317".
d—Intake .008", exhaust .009".
(d)—2°A after engine change.
dd—Intake .320", exhaust .315".
e—Intake .012", exhaust .018".
ee—Intake .303", exhaust .298".
f—Intake .006", exhaust .013".
ff—Intake .286", exhaust .314".
g—Intake .010", exhaust .020".
gg—Intake .012", exhaust .015".
h—Intake .014", exhaust .017".
hh—Intake .014" on opening side, .018" on closing side; exhaust .017" on opening side, .021" on closing side.
hu—Intake .010", exhaust .017".
j—Intake .012", exhaust .016".
jj—Intake .013", exhaust .015".
m—Intake .291", exhaust .289".
n—Intake .306", exhaust .303".
p—Intake .309", exhaust .319".
pp—Intake .305", exhaust .3195".
q—Intake .294", exhaust .3118".
r—Intake .305", exhaust .319".
s—Intake .008", exhaust .011".
t—Intake .348", exhaust .342".
tt—Intake .347", exhaust .342".
u—Intake .312", exhaust .327".
uu—Intake .347", exhaust .348".
v—Intake .335", exhaust .345".
vv—Intake .290", exhaust .302".
w—Intake .316", exhaust .309".
x—Intake .011", exhaust .014".
xx—.0125 to .0135.
z—Intake .3175", exhaust .318".
*—1 21/32 after engine change.
†—1 17/32 after engine change.
‡—1 11/32 after engine change.
∅—.0010 after engine change.
**—Intake clearance .008H after engine change; exhaust clearance, .010H after engine change.
***—After car No. 6848.
****—Up to and including car No. 6848.

★ *Turn to page 68 for more information*

CARBURETORS — STROMBERG

Manufacturer recommends: Do not try to check jets for wear by using drills or other gauges. It may ruin jets.

Make and Model	Year	Model Number	Type	Power By-Pass Jet —Size No.	Main Metering Jet	Fuel Level (Motor Idling)	Float Needle and Seat Assembly	Idle Adjusting Screw— Turns Open—Normal Setting
AUBURN								
3-50Y,851,852	'34-6	EE-1	DDu	61	.051	15/32"	P-19867	out
653	'35	EX-22	DSi	56	—	9/16"	P-18913	—
8-SuperC	'35	EX-32	DSi	56	.082	9/16"	P-18913	—
654	'36	EX-22	DSi	56	.057	5/8"	P-18913	—
8-SuperC	'36	EX-32	DSi	56	.082	5/8"	P-18913	—
CADILLAC								
8 60-70-75	'36	EE-25	DDu	56	.058	5/8"	P-19867	—
V-8 60	'37	AA-25	D-Du	63	.052	5/8"	P-22499	—
V-8 65-70	'37	AA-25	D-Du	63	.052	5/8"	P-22499	—
V-8 75	'37	AA-25	D-Du	63	.052	5/8"	P-22499	—
V8 38-60&Spec	'38	AAV-25	D-Du	52	.050	5/8"	P-22499	out
V-8 38-65	'38	AAV-25	D-Du	52	.050	5/8"	P-22499	out
V-8 38-75	'38	AAV-25	D-Du	52	.050	5/8"	P-22499	out
V-8 61	'39	AAV-26	D-Du	54	.050	5/8"	P-22499	out
V-8 60S	'39	AAV-26	D-Du	54	.050	5/8"	P-22499	out
V-8 75	'39	AAV-26	D-Du	54	.050	5/8"	P-22499	out
V-8 62	'40	AAV-26	D-Du	53	.049	5/8"	P22499	out
V-8 60S	'40	AAV-26	D-Du	53	.049	5/8"	P22499	out
V-8 75	'40	AAV-26	D-Du	53	.049	5/8"	P22499	out
All Models	'41	AAV-26	D-Du	53	.050	5/8"	P22499	1½
CHRYSLER								
Eight CZ	'35-6	EXV-3	DSi	54	.060	9/16"	P-20774	—
Airflow 8 C1	'35	EX-32	DSi	56	.065	5/8"	P-20887	—
Imp. Airf. 8	'35-6	EE-22	DDu	53	.053	5/8"	P-20888	—
Eight C-8	'36	EX-32	DSi	56	.067	5/8"	P-20887	—
Airflow 8 C-9	'36	EXV-3	DSi	54	.065	5/8"	P-20887	—
De L. 8 C-14	'37	AAOV-1	D-Si	56	.047	5/8"	P-22499	out
Cus Imp. C-15	'37	AAOV-1	D-Du	54	.047	5/8"	P-22499	out
Airflow C-17	'37	EE-22	D-Du	53	.053	5/8"	P-20888	out
DeL. 8 C-19	'38	AAV-2	D-Du	56	.047	5/8"	P-22499	out
Cus. Imp. C-20	'38	AAV-2	D-Du	54	.049	5/8"	P-22499	out
DeL. 8	'39	AAV-2	D-Du	54	.049	5/8"	P-22499	out
Cus. Imp.	'39	AAV-2	D-Du	54	.049	5/8"	P-22499	out
DeL. 8 C-26	'40	AAV-2	D-Du	54	.049	5/8"	P-22499	out
Cus. Imp. C-27	'40	AAV-2	D-Du	54	.049	5/8"	P-22499	out
N. Ykr 8,C-30.	'41	AAV-2	D-Du	c	.051	5/8"	P-22499	1
Cr. Im. 8,C-33.	'41	AAV-2	D-Du	c	.051	5/8"	P-22499	1
DODGE								
Six DU	'35	EX-22	DSi	56	.058	9/16"	P-20774	—
Six D-2, D-3	'36	EXV-2	DSi	54	.056	5/8"	P-20774	—
Stand. 6 D-6	'37	EXV-2	D-Si	54	.057	5/8"	P-20774	1½
De Luxe 6 D-7	'37	EXV-2	D-Si	54	.057	5/8"	P-20774	1½
Big 6 D-5	'37	EXV-2	D-Si	54	.057	5/8"	P-20774	1½
Stand. 6 D-9	'38	EXV-2	D-Si	55	.058	5/8"	P-20774	out
DeL. 6 D-10	'38	EXV-2	D-Si	55	.058	5/8"	P-20774	out
Big 6 D-8	'38	EXV-2	D-Si	54	.058	5/8"	P-20774	out

Make and Model	Year	Model Number	Type	Power By-Pass Jet —Size No.	Main Metering Jet	Fuel Level (Motor Idling)	Float Needle and Seat Assembly	Idle Adjusting Screw— Turns Open—Normal Setting
DODGE—Continued								
DeL. 6 D-12	'39	BXV-3	D-Si	54	.058	5/8"	P-24063	out
Std. 6 D-13	'39	BXV-3	D-Si	54	.058	5/8"	P-24063	out
Big 6 D-11	'39	BXV-3	D-Si	54	.058	5/8"	P-24063	out
Stand. 6 D-15	'40	BXV-3	D-Si	54	.058	5/8"	—	out
DeL. 6 D-16	'40	BXV-3	D-Si	54	.058	5/8"	—	out
Big 6 D-14	'40	BXV-3	D-Si	54	.058	5/8"	—	out
Kingsw'y D-20'	'41	BXV-3	D-Si	54	.058	5/8"	a	1
DL&Sp. D-21.	'41	BXV-3	D-Si	54	.058	5/8"	a	1
Lux. Lin D-19.	'41	BXVD-3	D-Si	58	.057	5/8"	b	1
FORD								
V-8	'35	EE-1	DDu	63	.048	15/32"	P-20281	2¼
V-8	'36	EE-1	DDu	63	.048	15/32"	P-20287	2¼
V-8 "60"	'37	EE-7/8	D-Du	71	.035	15/32"	—	5/8
V-8 "85"	'37	EE-1	D-Du	65	.045	15/32"	—	5/8
V-8 60	'38	EE-7/8	D-Du	71	.035	15/32"	P-20287	out
V-8 85	'38	EE-7/8	D-Du	65	.035	15/32"	P-20287	out
GRAHAM								
Six 74	'35	EX-22	DSi	56	.050	5/8"	P-18916	—
Spec. Six 73	'35	EX-23	DSi	56	.061	5/8"	P-18916	1
Eight 72	'35	EE-14	DDu	64	.048	15/32"	P-22090	—
Super C. 75	'35	EX-32	DSi	56	.069	9/16"	P-19869	¾
HUPMOBILE								
6-417W, 521	'34-5	EX-32	DSi	56	.059	9/16"	P-18916	1½
8-427T, 527	'34-	EE-22	DDu	56	.053	5/8"	P-19867	1½
Six 518	'35	EX-32	DSi	56	.066	9/16"	P-18967	1½
LAFAYETTE								
Six 3610	'36	AX-2	DSi	56	.057	5/8"	P-21918	out
LA SALLE								
Eight	'37	AA-25	D-Du	63	.052	5/8"	P-22944	—
McLAUGHLIN-BUICK								
8-40	'35	EE-1	DDu	64	.049	15/32"	P-21659	—
8-44	'36	EE-1	DDu	64	.048	15/32"	P-21659	1½
8-46, 48, 49	'36	EE-22	DDu	65	.052	5/8"	P-21651	¾
44 Special	'37	AA-1	D-Du	66	.049	5/8"	P-22498	1⅜
46-48-49	'37	AA-2	D-Du	63	.052	5/8"	P-22499	⅞
44 Special	'38	AAV-1	D-Du	62	.048	19/32"	P-22499	out
46-48-49	'38	AAV-2	D-Du	57	.052	19/32"	P-22499	out
46-48-49	'39	AAV-26	D-Du	57	.052	5/8"	P-22499	out
44-00 & 45-00	'40	AAV-16	D-Du	60	.045	19/32	P-22499	out
47-00	'40	AAV-26	D-Du	54	.052	21/32	P-22499	out

For key to abbreviations see page 109

★ *Turn to page 68 for more information*

CARBURETORS — STROMBERG

Manufacturer recommends: Do not try to check jets for wear by using drills or other gauges. It may ruin jets.

Make and Model	Year	Model Number	Type	Power By-Pass Jet —Size No.	Main Metering Jet	Fuel Level (Motor Idling)	Float Needle and Seat Assembly	Idle Adjusting Screw—Turns Open—Normal Setting
McLAUGHLIN-BUICK—Continued								
Special 44	'41	AAV-16	D-Du	60	.045	19/32"	P-22499	1 1/4
Super 45	'41	AA-1†	D-Du	No	.048	19/32"	P-22499	1 1/4
Super 45	'41	AAV-16‡	D-Du	60	.041	19/32"	P-22498	1 1/4
Century 46	'41	AA-1†	D-Du	No	.053	19/32"	P-22498	1 1/4
Century 46	'41	AAV-16‡	D-Du	56	.047	19/32"	P-22498	1 1/4
R'dmaster 47	'41	AA-1†	D-Du	No	.053	19/32"	P-22498	1 1/4
R'dmaster 47	'41	AAV-16‡	D-Du	56	.047	19/32"	P-22498	1 1/4
NASH								
Six 400 3540	'35	EX-22	DSi	56	—	9/32"	—	—
Adv. 6 3520	'35	EX-32	DSi	56	.064	5/8"	P-18916	—
Adv. 8 3580	'35	EE-22	DDu	56	.050	9/16"	P-19867	—
Amb. 8 3580	'35	EE-22	DDu	56	—	9/16"	—	—
6 "400" 3640	'36	EX-22	DSi	56	.057	5/8"	P-19813	—
Amb. 6 3620	'36	EX-32	DSi	56	.064	5/8"	P-18916	—
Amb. 8 3680	'36	EE-1	DDu	63	.048	1/2"	P-19867	—
Lafayette 3710	'37	AX-2	D-Si	56	.056	3/4"	P-21918	out
Ambassador 6	'37	EX-32	D-Si	56	.062	3/4"	P-18916	out
Ambassador 8	'37	EE-1	D-Du	63	.048	1/2"	P-19867	out
Lafayette	'38	AX-2	D-Si	56	.056	5/8"	P-21918	out
Ambassador 8	'38	EE-1	D-Du	63	.048	1/2"	P-19867	out
Lafayette	'39	EE-1	D-Du	60	.042	15/32	P-20256	out
OLDSMOBILE								
6 F-34, F-35	'34-5	EX-22	DSi	56	.058	19/32"	P-18916	1 3/4
Eight L-35	'35	EE-1	DDu	63	.049	15/32	P-19867	—
PACKARD								
Eight "120"	'35	EE-14	DDu	62	.048	15/32"	P-22090	—
Twelve	'35	EE-3	DDu	.060	.060	9/16"	P-18928	—
Eight	'35-6	EE-23	DDu	64	.052	5/8"	P-19547	—
uper 8	'35-6	EE-23	DDu	54	.056	5/8"	P-19547	—
PACKARD—Continued								
Eight 120-B	'36	EE-14	DDu	62	.048	15/32"	P-21651	—
Eight 120-C	'37	EE-14	D-Du	63	.047	15/32"	P-22089	out
Super 8	'37	EE-23	D-Du	64	.050	5/8"	P-22091	out
Twelve	'37	EE-3	D-Du	.070	.068	9/16"	P-19548	out
Eight 1601	'38	EE-14	D-Du	57	.047	15/32"	P-23509	out
Super 8	'38	EE-14	D-Du	57	.047	15/32"	P-23509	out
Twelve	'38	EE-3	D-Du	.070	.068	9/16"	P-19548	out
Eight 1701	'39	EE-16	D-Du	57	.047	15/32"	P-23509	out
Super 8 1703-5	'39	EE-23	D-Du	64	.051	5/8"	P-22091	out
Twelve	'39	EE-3	D-Du	.070	.068	9/16"	P-18948	out
Six	'40	BXOV-26	D-Du	54	.060	5/8"	P-24063	out
Eight	'40	EE-16	D-Du	60	—	—	—	out
Super 8	'40	AAV-26	D-Du	54	.049	5/8"	P-22499	out
Six 110	'41	BXOV-26	D-Si	53	.060	5/8"	P-21918	1 1/8
Super 8	'41	AAV-26	D-Du	54	.050	5/8"	P-22499	1 1/8
REO								
Six S	'35	EX-32	DSi	69	.056	9/16"	P-18913	out
STUDEBAKER								
Dict.	'35-6	EX-23	DS	i56	.058	5/8"	P-21518	out
Comm. 8-B	'35	EE-1	DDu	63	.047	15/32"	P-21519	out
Pres. 8-C	'35-6	EE-1	DDu	63	.047	15/32"	P-21519	out
Dictator 6	'37	EX-23	D-Si	56	.058	5/8"	P-21518	out
President 8	'37	EE-1	D-Du	63	.049	15/32"	P-21519	out
Six (7A)	'38	BXO-26	D-Si	56	.059	5/8"	P-21918	out
Comm. 6 (8A)	'38	BXO-26	D-Si	56	.059	5/8"	P-21918	out
Pres. 8 (4C)	'38	AAO-161	D-Du	65	.047	5/8"	P-22499	out
Comm. 6 (9A)	'39	BXO-26	D-Si	56	.059	5/8"	P-21918	out
Pres. 8 (5C)	'39	AAO-161	D-Du	65	.047	5/8"	P-22499	out
Comm. 6 (10A)	'40	BXO-26	D-Si	56	.059	5/8	P-21918	out
Pres. 8 (6C)	'40	AAO-161	D-Du	65	.047	5/8	P-22499	out
Comm. 6 (11A)	'41	BXOV-26	D-Si	54	.057	5/8"	P-24063	1 1/4
Pres. 8 (7C)	'41	AAV-26	D-Du	56	.044	5/8"	P-22499	1 1/4

CARBURETORS—FORD

V-8 85	'39	F-94	D-Du	—	.045	11/16"	78-9564	out
V-8 85	'40	F-94	D-Du	—	.045	11/16	78-9564	out
V-8 85	'41	F-94	D-Du	—	.050	15/32"	78-9564	5/8-3/4
Mercury	'39	F-94	D-Du	—	.045	11/16"	78-9546	out
Mercury	'40	F-94	D-Du	—	.045	11/16"	78-9564	out
Mercury	'41	F-94	D-Du	—	.050	15/32"	78-9564	5/8-3/4
Lincoln	'41	O 1"	D-Du	—	.054	19/32"	—	5/8-7/8

ABBREVIATIONS

a—P-24827 with filter
b—P-24827 with filter; P-24063 without filter
c—two—No. 53
D2—Two, downdraft
DDu—Downdraft, dual
DSi—Downdraft, single
UDu—Updraft, dual
USi—Updraft, single
†—Rear carburetor
‡—Front carburetor

★ *Turn to page 68 for more information*

CARBURETORS — CARTER

Manufacturer recommends: Do not try to check jets for wear by using drills or other gauges. It may ruin jets.

Make of Car	Year	Carburetor Type	Carburetor Number	Idle Adjust. Set. (turns open) (minimum)	Float Level—Inches	Metering Rod or Jet—Standard	1 size lean
AUBURN							
Six 653	'35	W-1	307S	½	3/8	‡76-76	‡75-94
CADILLAC							
V-16 90	'39	WDO	407S(L)	¼	13/64	†75-307	†75-328
V-16 90	'39	WDO	408S(R)	¼	13/64	†75-307	†75-328
All Series	'41	WDO	506S	½–1½	1/8	‡75-422	‡75-423
CHEVROLET							
Six	'35	W-1	284S	½	3/8	‡75-132	‡75-102
Six	'36	W-1	319S	½	3/8	‡75-144	—
Six	'36	W-1	334S	½	3/8	‡75-176	—
Mast. 6	'37	W-1	346S	1	3/8	‡75-193	‡75-209
M de L 6	'37	W-1	346S	1	3/8	‡75-193	‡75-209
Six	'38	W-1	391S	1	3/8	‡75-290	‡75-209
Six	'39	W-1	420S	1	½	‡75-377	‡75-342
Six	'40	W-1	420S	1	½	75-377	75-342
Six	'41	W-1	420S	1-2	½	‡75-377	‡75-342
CHRYSLER							
6 C6	'35	BB-D	E6F1	¼	5/64	§159-51	§159-52
6 C6	'35	BB-D	E6F2	¼	5/64	§159-63S	§159-59S
6 C7	'36	BB-D	E6G1	¼	5/64	§159-63S	§159-59S
Six C-16	'37	BB-D	E6K1	½	5/64	§159-63S	§159-59S
Six C-16	'37	BB-D	E6K2	½	5/64	§159-63S	§159-59S
Six C-16	'37	BB-D	E6K3	½	5/64	§159-63S	§159-59S
Six C-16	'37	BB-D	E6K4	½	5/64	§159-63S	§159-59S
D L8 C-14	'37	WDO	373S	¾	9/64	‡75-213	‡75-236
Six C-18	'38	BB-D	E6M1	½	5/64	§159-59S	§159-61S
Six C-22	'39	BB-D	E6N1	½	5/64	§159-59S	§159-61S
Six C-25	'40	BB-D	E6S1-2	½	5/64	§159-89S	§159-87S
Royal 6 C-28	'41	BB-D	E6S3	½–1½	5/64	J159-89S	J159-87S
R.6 C-28 FS.	'41	BB-D	E6U1	½–1½	5/64	J159-89S	J159-87S
R.6 C-28 FS.	'41	BB-D	E6U2	½–1½	5/64	J159-89S	J159-87S
Lt R. & Win. 6 C-28FS.	'41	BB-D	E6T1-2	½–1½	5/64	J159-89S	J159-87S
Lt R. & Win. 6 C-28	'41	BB-D	EGW1	½–1½	5/64	J159-89S	J159-87S
Lt R. & Win. 6 C-28FS.	'41	BB-D	EA1	½–1½	1/16	J159-89S	J159-87S
DE SOTO							
6 SF- SG	'35	BB-D	E6F1	¼	5/64	§159-51	§159-52
6 SF, SG	'35	BB-D	E6F2	¼	5/64	§159-63S	§159-59S
6 S1, S2	'36	BB-D	E6G1	¼	5/64	§159-63S	§159-59S
Six S-3	'37	BB-D	E6K1	½	5/64	§159-59S	§159-61S
Six S-3	'37	BB-D	E6K2	½	5/64	§159-59S	§159-61S
Six S-3	'37	BB-D	E6K3	½	5/64	§159-59S	§159-61S
Six S-3	'37	BB-D	E6K4	½	5/64	§159-59S	§159-61S
Six S-5	'38	BB-D	E6M1	½	5/64	§159-59S	§159-61S
Six S-6	'39	BB-D	E6N1	½	5/64	§159-59S	§159-61S
Six S-7	'40	BB-D	E6N1	½	5/64	§159-59S	§159-61S
Six S-7	'40	BB-D	E6N2	½	5/64	§159-59S	§159-61S
Six S-7	'40	BB-D	E6N3	½	5/64	§159-59S	§159-61S
Six S-8	'41	BB-D	E6N3	½–1½	5/64	J159-63S	J159-59S
LateSixS-8.	'41	BB-D	E6S3	½–1½	5/64	J159-89S	J159-63S
Six S-8FS	'41	BB-D	E6V1	½–1½	5/64	J159-63S	J159-59S
Six S-8FS	'41	BB-D	E6U1	½–1½	5/64	J159-89S	J159-87S
Six S-8FS	'41	BB-D	E6U2	½–1½	5/64	J159-89S	J159-87S
Lt Six S-8FS.	'41	BB-D	EB1	½–1½	1/16	J159-89S	J159-87S
DODGE							
Six D-6	'37	BB-D	—	½	5/64	§159-58S	§159-60S
DL 6 D-7	'37	BB-D	—	½	5/64	§159-58S	§159-60S
Big 6 D-5	'37	BB-D	—	½	5/64	§159-58S	§159-60S
HUDSON							
8 GH	'35	W-1	309S	3/8	3/8	‡75-106	‡75-100
Eight	'35	W-1	310S	3/8	3/8	‡75-107	‡75-127
Six 63	'36	W-1	329S	½	3/8	‡75-106	‡75-100
Eight	'36	W-1	330S	½	3/8	‡75-159	‡75-164
Six 73	'37	WDO	377S	¼	15/64	‡75-192	‡75-198
Six 73	'37	WDO	344S	¼	15/64	‡75-192	‡75-198
Eight	'37	WDO	344S	¼	15/64	‡75-192	‡75-198
Eight	'37	WDO	377S	¼	15/64	‡75-192	‡75-198
Six	'38	WDO	402S	¼	15/64	‡75-192	‡75-198
Eight	'38	WDO	402S	¼	15/64	‡75-192	‡75-198
112	'38	DSi	417S†	¾	3/8	‡75-336	‡75-323
Six-93	'39	WDO	430S	¼	3/32	‡75-348	‡75-357
Six-91	'39	WDO	438S	½	3/8	‡75-353	‡75-354
Six-92	'39	WDO	430S	¼	3/32	‡75-348	‡75-357

For key to abbreviations see page 113

CARBURETORS — CARTER

Manufacturer recommends: Do not try to check jets for wear by using drills or other gauges. It may ruin jets.

Make of Car	Year	Carburetor Type	Carburetor Number	Idle Adjust. Set. (turns open) (minimum)	Float Level—Inches	Metering Rod or Jet—Standard	1 size lean
HUDSON—Continued							
Eight-95	'39	WDO	430S	1/4	3/32	‡75-348	‡75-357
Eight-97	'39	WDO	430S	1/4	3/32	‡75-348	‡75-357
Six-90	'39	DSi	438S	1/2	3/8	‡75-353	‡75-354
Six-98	'39	DSi	438S	1/2	3/8	‡75-354	‡75-354
Six-41	'40	WDO	461S	1/2	3/32	75-404	75-414
Six-43	'40	WDO	461S	1/2	3/32	75-404	75-414
Six-48	'40	DSi	454S	3/4	3/8	75-407	75-410
Eight-44	'40	WDO	455S	1/2	3/32	75-405	75-418
Eight-47	'40	WDO	455S	1/2	3/32	75-405	75-418
Six-40	'40	DSi	454S	3/4	3/8	75-407	75-410
Six-10	'41	WA-1	454S	3/4–1 1/2	3/8	‡75-407	‡75-410
Six-11, 12	'41	WDO	501S	1/2–1 1/2	1/8	‡75-467	‡75-474
Six-18	'41	WA-1	454S	3/4–1 1/2	3/8	‡75-407	‡75-410
8-14, 15, 17	'41	WDO	502S	1/2–1 1/2	1/8	‡65-466	‡75-478
HUPMOBILE							
6 D-518	'35	W-1	316S	3/8	3/8	‡75-140	‡75-145
8 O-521, 621-N	'35-6	WDO	317S	3/4	5/32	‡75-139	‡75-150
6-618-G	'36	W-1	333S	3/8	3/8	‡75-140	‡75-145
6-622E	'38	W-1	398S†	3/4	3/8	‡75-273	‡75-332
8-825H	'38	WDO	399S	1/4	3/16	‡75-276	‡75-334
6-922E	'39	W-1	398S	3/4	3/8	‡75-273	‡75-332
8-925H	'39	WDO	399S	1/4	3/16	‡75-276	‡75-334
LA SALLE							
Eight 50	'37	WDO	374S	3/4	13/64	‡75-221	‡75-245
38-50	'38*	WDO	374S	3/4	13/64	‡75-221	—
38-50	'38	WDO	392S	1/4	3/16	‡75-271	‡75-326
39-50	'39	WDO	423S	1/4	1/8	‡75-347	‡75-388
40-50, -52	'40	WDO	460S	1/2	1/8	75-403	75-422
McLAUGHLIN-BUICK							
For imported McLaughlin-Buicks only. See Stromberg section for Canadian production.							
44 Special	'39	WDO	419S	3/8	3/16	‡75-340	‡75-362
Special 44	'41	WCD	487S	1/2–1 1/2	3/16	‡75-459	‡75-488
Super 45	'41	WCD	528S(j)	z	9/64	‡75-492	‡75-503
Century 46	'41	WCD	533S(y)	z	9/64	‡75-473	‡75-490
Rdmast. 47	'41	WCD	533S(y)	z	9/64	‡75-473	‡75-490
NASH							
Amb. 6	'39	W-1	435S	3/4	3/8	‡75-372	—
Amb. 8	'39	WDO	436S	1/4	3/16	‡75-379	‡75-386
Lafay. 6	'40	WDO	458S	1/4	3/16	75-408	—
Amb. 6	'40	W-1	435S	—	3/8	—	—
Amb. 8	'40	WDO	465S	1/2	3/16	75-406	—
Amb. 600	'41	BB	513S	1/2–1 1/4	5/64	J159-95S	J159-58S
Amb. 6	'41	WA1	435S	3/4–1 1/2	3/8	‡75-372	‡75-384
Amb. 8	'41	WDO	511S	1/2–1 1/2	3/16	‡75-500	‡75-501
OLDSMOBILE							
Six	'36	W-1	327S	3/4	3/8	‡75-157	—
Six	'36	W-1	339S	3/4	1/2	‡75-175	—
Eight	'36	WDO	328S	3/4	3/16	‡75-158	—
Six	'37	W-1	351S	3/4	3/8	‡75-194	‡75-249
Six	'38	W-1	388S	1/2	3/8	‡75-262	‡75-316
Eight	'38*	WDO	386S	3/4	9/64	‡75-253	‡75-251
Eight	'38	WDO	389S†	1/2	15/64	‡75-268	‡75-318
Six	'39	W-1	426S	1	3/8	‡75-341	‡75-375
35-, 36-00	'40	W-1	466S	1/2	3/8	75-430	75-435
Six	'41	WA-1	504S	1/2–1 1/2	1/2	‡75-487	‡75-512
Six (HM)	'41	WA-1	481S	1/2–1 1/2	1/2	‡75-487	‡75-512
Eight	'41	WDO	503S	1/2–2 1/4	3/16	‡75-486	‡75-509
Eight(HM)	'41	WDO	480S	1/2–2 1/4	3/16	‡75-486	‡75-509
PACKARD							
Eight 120C	'37	WDO	366S	1/2	1/8	‡75-228	‡75-269
Eight "120"	'41	WDO	478S	1/2–1 1/2	5/32	‡75-451	‡75-519
E't"Clipper"'	41	WDO	512S	1/2–1 1/2	5/32	‡75-451	‡75-519
PLYMOUTH							
6PJ	'35	BB-D	C6D1	1/4	5/64	§159-48	§159-49
6 PJ	'35	BB-D	C6D2	1/4	5/64	§159-56S	§159-58S
6 PJ**	'35	BB-D	B6E1	1/4	5/64	§159-38	—
6 PJ**	'35	BB-D	B6E2	1/4	5/64	§159-38	—
6 P1, P2	'36	BB-D	C6E1	1/8	5/64	§159-56S	§159-58S
Six	'37	BB-D	C6F***	1/2	5/64	§159-58S	§159-60S
Six P-5	'38	BB-D	C6J1	1/2	5/64	§159-58S	§159-60S
DeL 6 P-6	'38	BB-D	C6J1	1/2	5/64	§159-58S	§159-60S
Six P-7	'39	BB-D	D6A1	1/2	5/64	§159-61S	§159-66S
DeL 6 P-8	'39	BB-D	D6A1	1/2	5/64	§159-61S	§159-66S
Six P-9	'40	BB-D	Va	1/2	5/64	§159-61S	§159-66S
DeL 6 P-10	'40	BB-D	Va	1/2	5/64	§159-61S	§159-66S
Six P-11,-12	'41	BB-D	D6A2(i)	1/2–1 1/4	5/64	J159-61S	J159-66S

For key to abbreviations see page 113

CARBURETORS — CARTER

Manufacturer recommends: Do not try to check jets for wear by using drills or other gauges. It may ruin jets.

Make of Car	Year	Carburetor Type	Carburetor Number	Idle Adjust. Set. (turns open) (minimum)	Float Level—Inches	Metering Rod or Jet—Standard	1 size lean
PONTIAC							
6-701	'35	W-1	306S	1/2	3/8	‡75-125	‡75-134
6-701	'35	W-1	314S	1/2	3/8	‡75-125	‡75-134
8-605	'35	W-1	298S	1/2	3/8	‡75-125	‡75-134
8-605	'35	W-1	315S	1/2	3/8	‡75-125	‡75-134
8 36-28	'36	W-1	322S	1/2	3/8	‡75-160	‡75-166
6 36-26	'36	W-1	324S	1/2	3/8	‡75-125	‡75-134
6 36-26	'36	W-1	340S	1/2	3/8	‡75-135	—
Six '224'	'37	W-1	352S	3/4	3/8	‡75-191	‡75-206
6 26-00	'38	W-1	406S	3/4	3/8	‡75-297	—
6 25-00	'38	W-1	406S	3/4	3/8	‡75-297	—
Chief	'39	W-1	420S	1	1/2	‡75-377	‡75-342
Arrow	'39	W-1	420S	1	1/2	‡75-377	‡75-342
Sp. 25-00	'40	W-1	462S	1/2	7/16	75-409	75-425
Arrow	'40	W-1	420S	1	1/2	75-377	75-342
Six	'41	WA-1	494S	3/4–1 3/4	7/16	‡75-472	‡75-506
REO							
Fly. Cloud 6A	'35	BB-D	303S	1/4	1/64	§159-19	§159-10
6A	'35	BB-D	304S	1/4	1/64	§159-46	§159-53
6A	'35	BB-D	320S	1/4	1/64	§159-46	§159-53
Six 6D	'36	W-1	338S	1/2	7/16	‡75-174	—
STUDEBAKER							
Dictator 6	'37	W-1	371S	1/2	3/8	‡75-222	‡75-225
Ch. "G"	'39	444S	D-Si	3/4	3/8	‡75-394	‡75-394
Ch. "G"	'39	453S	D-Si	3/4	1/4	‡75-393	‡75-394
Ch. 2G	'40	468S	D-Si	3/4	1/4	75-393	75-394
Ch. 3G	'41	WA-1	496S	1/2–1 1/2	5/16	‡75-484	‡75-493
Com. 11A	'41	WA-1	410S	1/2–1 1/4	1/4	75-337	75-330
Pres. 7C	'41	WDO	409S	1/4–1 1/4	3/16	75-312	75-321
TERRAPLANE							
Six 62	'36	W-1	329S	1/2	3/8	‡75-106	‡75-100
Six 61	'36	W-1	331S	1/4	3/8	‡75-119	‡75-100
D L 6-71	'37	W-1	348S	1/4	3/8	‡75-189	‡75-201
S'pr 6-72	'37	WDO	344S	1/4	15/64	‡75-192	‡75-198
S'pr 6-72	'37	WDO	377S	1/4	15/64	‡75-192	‡75-198
Spec. 80	'38	W-1	397S	1/4	3/8	‡75-285	‡75-286
Super 82	'38	WDO	402S	1/4	15/64	‡75-192	‡75-198
WILLYS-OVERLAND							
Willys 440	'40	W-1	450S	1/2	3/8	75-390	75-399
Americar	'41	W-O	507S	1/2–1 1/2	3/8	‡75-497	—

ABBREVIATIONS

BB-D—B & B, downdraft, single

BrsB—Brass bowl, updraft, single

BB-U—B & B, updraft, single

FS—With Fluid Drive and Simplimatic transmission

HM—With Hydra-Matic transmission

(i)—Cars with automatic choke, equipped with carburetors D6C1 and D6C2

J—Jet

j—Front carburetor 528S; rear 529S

(L)—Left side

Lt—Later model

(R)—Right side

W-1—Downdraft, single

WA-1—Downdraft, single, with Climatic Control

WCD—Dual downdraft, Climatic Control

WDO—Downdraft, dual

y—Front carburetor 533S; rear 534S

z—Turn idle into close, then open one turn, start engine, and adjust to smooth idle

†—Well jets

‡—Metering rods

§—Metering screws

*—C6A, C6A2, C6A3, C6A4

**—Business coupe only

***—C6F1, C6F2, C6F3, C6F4, C6F5

....—Used on Eng. No. G11832 and subsequent numbers

⊘—Early production 9/64"

FRONT WHEEL ALIGNMENT INFORMATION

The wall chart shows at a glance complete, revised, front wheel alignment data for ALL Chrysler-built cars and trucks from 1934-1941 inclusive. . . . QUICK . . . ACCURATE . . . CONVENIENT.

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★ *Turn to page 68 for more information*

WHEEL ALIGNMENT — TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
AUBURN								
6-53, 54	1935–6	3½	1½	⅛	7½	16x6.00	30	30
8-51, 52	1935–6	2	1½	⅛	7½	16x6.50	30	30
8-51, 52 S.C.	1935–6	2	1½	⅛	7½	16x7.00	32	32
CADILLAC								
V- 8 355E	1935	1½	1	⅛	4	17x7.00	35	35
V-12 370E	1935	1½	1	⅛	4	17x7.50	35	35
V-16 452E	1935	1½	1	⅛	4	17x7.50	35	35
V- 8 60	1936	1½	¼	0	4	16x7.00	26	26
V- 8 70-75	1936	¾	0	0	5½	16x7.50	32	32
V-12 80-85	1936	¾	0	0	5½	16x7.50	32	32
V-16	1936	1½	1	⅛	4	16x7.50	36	36
V- 8 60	1937	¼	¼	1/32	5	16x7.00	26	26
V- 8 65	1937	0	0	1/32	5½	16x7.50	28	28
V- 8 70	1937	0	0	1/32	5½	16x7.50	28	28
V- 8 75	1937	0	0	1/32	5½	16x7.50	32	32
V-12	1937	0	0	1/32	5½	16x7.50	32	32
V-16	1937	0	0	1/32	4½	17x7.50	36	36
V-8 38-60&Spec.	1938	¼	¼	0	5	16x7.00	26	26
V- 8 38-65	1938	¼	0	0	5	16x7.50	28	28
V- 8 38-75	1938	¼	0	0	5	16x7.50	32	32
V-16 38-90	1938	¼	0	0	5	17x7.50	32	32
V-8 61	1939	¼	¼	0	5	16x7.00	26	26
V-8 60S	1939	¼	0	0	5	16x7.50	28	28
V-8 75	1939	¼	0	0	5	16x7.50	32	32
V-16 90	1939	¼	0	0	5	17x7.50	32	32
V-8 62	1940	1¾	½	0	5	16x7.00	26	26
V-8 60S	1940	1¾	½	0	5	16x7.00	26	26
V-8 75	1940	1¾	½	0	5	16x7.50	32	32
60, 61, 62, 63	1941—1¾—⅜			1/32	6	15x7.00	28	28
67, 75	1941—1¾—⅜			1/32	6	16x7.50	24	32
CHEVROLET								
Six Stand.	1935	1¾	1	5/64	7¾	17x5.25	32	32
Six Master	1935	0	1¼	1/16	7¾	17x5.50	28	28
Six Stand.	1936	1¾	1	5/64	7 1/16	17x5.50	28	28
Six Master	1936	0	1¼	1/16	7¾	16x6.00	28	28
Master Six	1937	3⅛	1	5/64	7⅛	16x6.00	26	28
Master De L. 6	1937	0	¼	1/16	7¾	16x6.00	26	28
Six	1938	2¼	½	5/64	7 1/16	16x6.00	26	28
Six DeLuxe	1938	0	¼	1/16	7¾	16x6.00	26	28
Six Master	1939	2¼	1	3/32	7 1/16	16x6.00	26	28
Six DeLuxe	1939	0	½	1/16	4½	16x6.00	26	28
Six Master	1940	2¼	1	5/64	7 1/16	16x6.00	26	28
Six DeLuxe	1940	0	¼	0	4¾	16x6.00	26	28
Six	1941	0	¼	0	4¾	16x6.00	26	28

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
CHRYSLER								
Six C6	1935	1½	½	1/16	10	16x6.25	28	28
Eight Cz	1935	1½	½	1/16	5½	16x6.50	28	28
8 C1 Airflow	1935	2	½	1/16	4	16x7.00	28	28
8 C2 Airflow	1935	2	½	1/16	4	16x7.50	28	28
Six C7	1936	1½	¼	0	10	16x6.25	28	28
Eight C8	1936	1½	¼	0	4¾	16x6.50	28	28
8 C9 Airflow	1936	2	½	0	4½	16x7.00	28	28
8 Imp. Airflow	1936	2	½	0	4½	16x7.50	28	28
Six C-16	1937	1½	¼	1/16	4¾	16x6.25	28	28
De L. 8 C-14	1937	1½	¼	1/16	4¾	16x6.50	28	28
Cus. Imp. C-15	1937	2	¼	1/16	4¾	16x7.50	28	28
AirflowC-17	1937	2	½	1/16	4½	16x7.50	28	28
Six C-18	1938	½*	¼	1/16	4¾	16x6.25	28	28
DeL. 8 C-19	1938	½*	¼	1/16	4¾	16x6.50	28	28
Cus.Imp. C-20	1938	1*	¼	1/16	4¾	16x7.50	28	28
Six C-22	1939	½*	¼	0‡	4¾	16x6.25	28	28
De Luxe 8	1939	½*	0	0‡	4¾	16x6.50	28	28
Cus. Imp.	1939	1*	¼	0‡	4¾	16x7.50	28	28
Six C-25	1940	½*	0	0†	5¼	16x6.25	28	28
DeLuxe C-26	1940	½*	0	0†	5¼	(e)	(e)	(e)
Cus. Imp. C-27	1940	½*	0	0†	5¼	15x7.50	28	28
Royal 6 C-28	1941	0*	+¼	0†	4¾	16x6.25	28	28
N. York. 8 C-30	1941	0*	+¼	0†	4¾	15x7.00	28	28
Cr. Imp. C-33	1941	0*	+¼	0†	4¾	15x7.50	28	28
DE SOTO								
Six SF	1935	1½	½	1/16	10	16x6.25	28	28
Six SG Airflow	1935	2	½	1/16	4	16x6.50	28	28
Six Cust. S1	1936	1½	¼	0	10	16x6.25	28	28
Six S2 Airflow	1936	2	½	0	9½	16x6.50	28	28
Six S-3	1937	½	¼	1/16	4¾	16x6.00	28	28
Six S-5	1938	½*	¼	0	4¾	16x6.00	28	28
Six S-6	1939	1½*	¼	0‡	4¾	16x6.00	28	28
Six S-7	1940	½*	0	0†	5¼	16x6.25	28	28
Six S-8	1941	0*	+¼	0†	4¾	16x6.25	28	28
DODGE								
Six DU	1935	2	½	1/16	9½	16x6.00	28	28
Six Std. DV	1935	2	¼	1/16	9½	17x5.25	32	32
Six DeL. DV	1935	2	¼	1/16	9½	16x6.00	28	28
Six D2	1936	2	½	0	9½	16x6.00	28	28
Six D3	1936	2	½	1/32	9½	17x5.50	32	32
Six D4	1936	2	½	0	9½	16x6.00	28	28
Std. Six D-6	1937	2	½	1/16	4½	16x5.50	32	32
De L. Six D-7	1937	2	½	1/16	4½	16x6.00	28	28
Big Six D-5	1937	2	½	1/16	4½	16x6.00	28	28

For key to abbreviations see page 119

WHEEL ALIGNMENT — TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
DODGE—Continued								
Std. Six D-9	1938	4	½	0	4½	16x5.50	32	32
DeL. Six D-10	1938	2	½	0	4½	16x6.00	28	28
Big Six D-8	1938	2	½	0	4½	16x6.00	28	28
DeL. Six D-12	1939	½*	0	0‡	5¼	16x5.50	30	30
Std. Six D-13	1939	½*	0	0‡	5¼	16x6.00	28	30
Big Six D-11	1939	½*	0	0‡	5¼	16x6.00	28	28
Std. Six D-15	1940	½*	0	0†	5¼	16x5.50	32	32
DeL. Six D-16	1940	½*	0	0†	5¼	16x6.00	28	28
Big Six D-14	1940	½*	0	0†	5¼	16x6.00	28	28
Kingsway D-20	1941	0*	+¼	0†	4¾	16x6.00	28	28
De Luxe D-21	1941	0*	+¼	0†	4¾	16x6.00	28	28
Lux. Liner D-19	1941	0*	+¼	0†	4¾	16x6.00	28	28
FORD								
V-8	1935	8¾	2	1/32	7	16x6.00	30	30
V-8	1936	7	¾	1/16	8¼	16x6.00	30	30
V-8 "60"	1937	7	¾	1/16	8	16x5.50	30	30
V-8 "55"	1937	7	¾	1/16	8	16x6.00	30	30
V-8 60	1938	9	1	1/16	8	16x5.50	30	30
V-8 85	1938	9	1	1/16	8	16x6.00	30	30
V-8 85	1939	8	1	1/16	8	16x6.00	30	30
Mercury	1939	8	1	1/16	8	16x6.00	30	30
V-8 85	1940	8	1	1/16	8	16x6.00	30	30
Mercury	1940	8	1	1/16	8	16x6.00	30	30
V-8 85	1941	8	1	1/16	8	16x6.00	28	28
Mercury	1941	8	1	1/16	8	16x6.50	28	28

For key to abbreviations see page 119

★ *Turn to page 68 for more information*

WHEEL ALIGNMENT — TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
GRAHAM								
Six	1935	2½	1	⅛	7½	17x5.25	28	32
Six Spec.	1935	2	1	⅛	7	16x6.00	28	32
Eight	1935	2	1	⅛	7	16x6.50	28	32
Eight Super C	1935	2	1	⅛	7	16x7.00	28	32
6-80 Crusader	1936	2½	1	⅛	7½	17x5.25	28	32
6-90 Cavalier	1936	2½	1	⅛	7½	16x6.00	28	32
6-110 Super C	1936	2½	1	⅛	7½	16x6.25	28	32
Crusader 85	1937	5	1	⅛	7½	16x6.00	24	28
Cavalier 95	1937	4¼	1	⅛	7½	16x6.00	24	28
Super C 116	1937	3½	1	⅛	7½	16x6.25	24	28
Cus. Sup. C 120	1937	3½	1	⅛	7½	16x6.50	24	28
Special	1938	3	1	⅛	7½	16x6.00	28	28
Supercharger	1938	3	1	⅛	7½	16x6.50	28	28
Six-96	1939	3	1	⅛	7½	16x6.00	28	28
Six-97	1939	3	1	⅛	7½	16x6.25	28	28
Six-107	1940	3	1	⅛	7½	16x6.25	28	28
Six-108	1940	3	1	⅛	7½	16x6.00	28	28
HUDSON								
Big Six	1935	4	1½	⅛	7	16x6.00	22	28
Eight	1935	4	1½	⅛	7	16x6.25	22	28
Eight Cust.	1935	4	1½	⅛	7	16x6.50	22	26
Six	1936	2	1	⅛		16x6.00	22	30
Eight 64-65	1936	2	1	⅛	7	16x6.25	22	30
Eight 66-67	1936	2	1	⅛	7	16x6.25	24	30
Six	1937	1	1	0	7	16x6.00	24	32
Eight	1937	1	1	0	7	16x6.25	24	32
Six	1938	1	1	0	7	16x6.00	24	32
Eight	1938	1	1	0	7	16x6.25	24	32
112	1938	2	1	0	7	16x5.50	24	32
Six-93	1939	1	1	0	7	16x6.00	24	32
Six-91	1939	1	1	0	7	16x6.00	24	32
Six-92	1939	1	1	0	7	16x6.00	24	32
Eight-95	1939	1	1	0	7	16x6.50	24	32
Eight-97	1939	1	1	0	7	16x6.50	24	32
Six-90	1939	1	1	0	7	16x6.00	24	32
Six-98	1939	1	1	0	7	16x6.00	24	32
Six-41	1940	0	½	1/32	3½	16x6.00	26	30
Six-43	1940	0	½	1/32	3½	16x6.25	26	30
Six-48	1940	0	½	1/32	3½	16x6.00	26	30
Eight-44	1940	0	½	1/32	3½	16x6.00	26	30
Eight-47	1940	0	½	1/32	3½	16x6.50	26	30
Six-40	1940	0	½	1/32	3½	16x5.50	26	30
Six-10T	1941	0	½	1/32	3½	16x5.50	32	32
Six-10SP, 10P	1941	0	½	1/32	3½	16x6.00	26	30
Six-11, 18	1941	0	½	1/32	3½	16x6.00	26	30
Six-12	1941	0	½	1/32	3½	16x6.25	26	30
HUDSON—Continued								
Eight-14	1941	0	½	1/32	3½	16x6.25	26	30
Eight-15, 17	1941	0	½	1/32	3°–6′	16x6.50	26	30
HUPMOBILE								
Six 517	1935	1½	1¼	1/16	8½	16x6.00	24	28
Six 518	1935	1½	1½	1/16	7½	16x6.00	24	28
Eight 521-0	1935	1½	1¼	1/16	8½	16x6.50	28	28
Eight 527	1935	1½	1¼	1/16	8½	16x7.00	22	26
Six 618-G	1936	1½	1	1/16	7½	16x6.00	24	28
Eight 621-N	1936	1½	1¼	1/16	8½	16x6.50	26	26
6-622E	1938	1½	1	1/16	7½	16x6.25	26	26
8-825H	1938	1½	1¼	1/16	8½	16x6.50	26	26
6-922E	1939	2	1	1/16	7½	16x6.25	26	26
8-925H	1939	1½	1¼	1/16	8½	16x6.50	26	26
LAFAYETTE								
Six	1935–6	2½	1½	⅛	7	16x6.00	30	30
LA SALLE								
Eight 35-50	1935	2	1	⅛	4⅝	16x7.00	26	26
Eight 36-50	1936	2	1	⅛	5	16x7.00	26	26
Eight	1937	¼	¼	1/32	5	16x7.00	26	26
38-50	1938	¼	¼	0	5	16x7.00	26	26
39-50	1939	¼	¼	0	5	16x7.00	26	26
40-50 and 40-52	1940	1¾	0	1/16	5	16x7.00	24	24
LINCOLN-ZEPHYR								
Continental	1941	4	¾	1/16	4	16x7.00	26	26
McLAUGHLIN-BUICK								
Eight 44	1935	2¾	½	5/32	—	16x6.25	26	26
Eight 45	1935	1¾	½	⅛	5	16x7.00	26	26
Eight 46	1935	1	½	⅛	5	16x7.50	24	24
Eight 49	1935	1	½	5/32	5	16x7.50	28	28
Eight 44	1936	3	¼	1/16	3½	16x6.50	26	26
Eight 46	1936	1¾	¼	1/16	4½	15x7.00	26	26
Eight 48	1936	1¾	¼	1/16	4½	16x7.00	28	28
Eight 49	1936	1¾	¼	1/16	4½	16x7.50	28	28
44 Special	1937	0	0	0	3½	16x6.50	23	28
46 Century	1937	0	0	0	3½	15x7.00	23	28
48 Roadmaster	1937	0	0	0	4¼	16x7.00	25	30
49 Limited	1937	0	0	0	4	16x7.50	25	30

For key to abbreviations see page 119

WHEEL ALIGNMENT — TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
McLAUGHLIN-BUICK—Continued								
44 Special	1938	7/8	1/4	0	3 1/2	16x6.50	23	28
46 Century	1938	7/8	1/4	0	3 1/2	15x7.00	23	28
48 Roadmaster	1938	7/8	1/4	0	4 1/4	16x7.00	25	30
49 Limited	1938	7/8	1/4	0	4 1/4	16x7.50	25	30
44 Special	1939	7/8	1/4	0	3 1/2	16x6.50	23	28
46 Century	1939	7/8	1/4	0	3 1/2	15x7.00	23	28
48 Roadmaster	1939	7/8	1/4	0	4 1/4	16x7.00	25	30
49 Limited	1939	7/8	1/4	0	4 1/4	16x7.50	25	30
44-00 & 45-00	1940	3/8	1/4	0	3 1/2	16x6.50	23	28
47 Roadmaster	1940	3/8	1/4	0	3 1/2	15x7.00	23	28
Sp. 44, Super45	1941	3/8	0	f	3 1/2	16x6.50	25	30
Series 46, 47	1941	3/8	0	f	3 1/2	15x7.00	25	30
Series 49	1941	3/8	0	g	4 3/4	16x7.50	25	30
NASH								
Six Adv. 3520	1935	2 1/2	1 1/2	1/8	7	16x6.25	30	35
8 Adv. Amb.	1935	2 1/2	1 1/2	1/8	7	16x6.50	28	28
Six 400	1936	2 1/2	1 1/2	1/8	7	16x6.00	30	30
Six Amb.	1936	2 1/2	1 1/2	1/8	7	16x6.25	30	30
8 Super Amb.	1936	2 1/2	1 1/2	1/8	7 1/2	16x6.25	28	28
Lafayette 400	1937	2 1/2	1 1/2	1/8	7	16x6.00	28	28
Ambassador 6	1937	2 1/2	1 1/2	1/8	7	16x6.25	27	27
Ambassador 8	1937	2	1 1/2	1/8	7	16x7.00	26	26
Lafayette	1938	1 1/2	1 1/2	0	7	16x6.00	28	28
Ambassador 6	1938	1 1/2	1 1/2	0	7	16x6.25	27	27
Ambassador 8	1938	1 1/2	1 1/2	0	7	16x7.00	26	26
Lafayette	1939	1 1/2	1 1/2	0	7	16x6.00	28	28
Ambassador 6	1939	1 1/2	1 1/2	0	7	16x6.25	27	27
Ambassador 8	1939	1 1/2	1 1/2	0	7	16x7.00	26	26
Lafayette	1940	0	1/4	1/32	4 1/2	16x6.00	28	28
Ambassador 6	1940	0	1/4	1/32	4 1/2	16x6.25	27	27
Ambassador 8	1940	0	1/4	1/32	4 1/2	15x7.00	26	26
Ambassador 600	1941	0–1/2		0–1/16	5 1/2	16x5.50	28	28
Ambassador 6	1941	0	1/4	1/32	4 1/2	16x6.25	28	28
Ambassador 8	1941	0	1/4	1/32	4 1/2	16x6.50	26	26
OLDSMOBILE								
Six F-35	1935	1 1/2	1/8	1/8	5	16x6.25	25	30
Eight L-35, 36	1935–6	1 1/2	1/8	1/8	5	16x7.00	25	25
Six F-36	1936	1 1/2	1/8	1/8	5	16x6.50	28	28
Six	1937	0	1/8	1/8	5	16x6.00	28	28
Six	1938	0	1/8	1/8	a	16x6.00	28	28
Eight	1938	0	1/8	1/8	a	16x7.00	24	24
Six	1939	0	1/2	1/8	a	16x6.00	28	28
35-00	1940	0	1/4	1/16	a	16x6.00	27	27
36-00	1940	0	1/4	1/16	a	16x6.50	25	25
Six	1941	0	—1/4	1/16	a	b	c	c
Eight	1941	0	—1/4	1/16	a	16x6.50	26	26

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
PACKARD								
8-120	1935–6	2	1	1/8	1 1/2	16x7.00	24	24
Eight	1935–6	1	1	1/16	9	17x7.00	35	35
Super Eight	1935–6	1	1	1/16	9	17x7.00	35	35
Twelve	1935–6	1	1	1/16	9	17x7.50	35	35
Six	1937	2 1/2	1	1/16	1 1/2	16x6.50	22	24
Eight 120-C	1937	2 1/2	1	1/16	1 1/2	16x7.00	23	25
Super 8	1937	2 1/2	1	1/16	1 1/2	16x7.50	26	28
Twelve	1937	0	1	1/16	1 1/2	16x8.25	28	32
Six	1938	1 1/2	1/2	1/16	d	16x6.50	22	23
Eight	1938	1 1/2	1/2	1/16	d	16x7.00	22	23
Super 8	1938	2 1/2	1	1/8	1 1/2	16x7.50	24	27
Twelve	1938	0	1	1/8	1 1/2	16x8.25	26	27
Six	1939	1 1/2	1/2	1/16	1°54′	16x6.50	22	24
Eight	1939	1 1/2	1/2	1/16	1°54′	16x7.00	22	24
Super 8	1939	0	1/2	1/16	1°54′	16x7.50	24	25
Twelve	1939	0	1	1/8	1 1/2	16x8.25	26	27
Six	1940	1 1/2	1/2	1/16	1°54′	16x6.25	26	28
Eight	1940	1 1/2	1/2	1/16	1°54′	16x6.50	26	28
Super 8	1940	1	1/2	1/16	1°54′	16x7.00	26	28
110	1941	1/2	1/2	0	2 1/2	15x6.50	26	28
120	1941	1/2	1/2	0	2 1/2	15x7.00	26	28
Super 8	1941	1/2	1/2	0	2 1/2	16x7.00	26	28
PLYMOUTH								
Six PJ	1935	2		1/4	1/16	9 1/2	17x5.25	32	32
Six PJ	1935	2		1/4	1/16	9 1/2	16x6.00	28	28
Six Std. P1	1936	2		1/2	0	9 1/2	17x5.50	32	32
Six P2	1936	2		1/2	0	9 1/2	16x6.00	28	28
Six P-3	1937	2		1/2	1/16	4 1/2	16x5.50	32	32
DeL. 6 P-4	1937	2		1/2	1/16	4 1/2	16x6.00	28	28
Six P-5	1938	4		1/2	1/16	4 1/2	16x5.50	32	32
De L. 6 P-6	1938	2		1/2	1/16	4 1/2	16x6.00	28	28
Six P-7	1939	1/2*		0	0‡	5 1/4	16x5.50	30	30
DeL. 6 P-8	1939	1/2*		0	0‡	5 1/4	16x6.00	28	30
Six P-9	1940	1/2*		0	0†	5 1/4	16x5.50	32	32
DeLuxe 6 P-10	1940	1/2*		0	0†	5 1/4	16x6.00	28	28
Roadking P-11	1941	0*		+1/4	0†	4 3/4	16x6.00	28	28
De Luxe P-12	1941	0*		+1/4	0†	4 3/4	16x6.00	28	28

For key to abbreviations see page 119

WHEEL ALIGNMENT — TIRES

Make and Model	Year	Caster—Degrees	Camber—Degrees	Toe-in—Inches	King Pin Inclination	Tire Size	Pressure—Front	Pressure—Rear
PONTIAC								
Six Std.	1935	1¼	1½	⅛	7	16x6.00	25	30
Six DeL.	1935	0	1	1/16	7	16x6.00	25	30
Eight	1935	0	1	1/16	7	16x6.50	25	30
Six Std.	1936	1¼	1½	⅛	7	16x6.00	25	30
Six DeL.	1936	0	0	1/16	8¾	16x6.00	25	30
Eight	1936	0	0	1/16	8¾	16x6.50	25	25
Six "224"	1937	0	⅛	0	5	16x6.00	28	28
Six 26-00	1938	¾	⅛	0	a	16x6.00	28	28
Six 25-00	1938	2¼	½	5/64	7⅛	16x6.00	26	28
Chieftain	1939	0	½	⅛	a	16x6.00	28	28
Arrow	1939	2¼	1	5/32	7 1/64	16x6.00	26	28
Special 25-00	1940	½	⅜	0	4 5/16	16x6.00	26	28
Arrow	1940	2¼	1	5/64	7 1/16	16x6.00	26	28
Fleetleader	1941	0	—¼	0	4¾	16x6.00	26	28
Torpedo 6	1941	—½	0	0	4¾	16x6.00	26	28
REO								
Six Fly. Cd. 6A	1935	1½	1½	1/16	8	16x6.25	28	28
Six Royale 7S	1935	4	1½	⅛	8	16x6.50	22	28
Six Fly. Cd.	1936	1½	1½	⅛	8	16x6.25	28	28
STUDEBAKER								
Dict. o-1A, 2A	1935	½	1½	1/16	9½	16x6.00	30	30
Comm. 8-1B	1935	½	1½	1/16	9½	16x7.00	30	30
Pres. 8-1C	1935	½	1½	1/16	9½	16x7.00	30	30
Dict. 6-3A	1936	1½	1½	1/16	9½	16x6.00	30	30
STUDEBAKER—Continued								
Dict. 6-4A	1936	0	1½	1/16	9½	16x6.00	30	30
Pres. 8-2C	1936	0	1½	1/16	9½	16x6.50	30	30
Std. Dictator 6	1937	1½	1½	1/16	9½	16x6.00	30	30
Spec. Dictator 6	1937	0	½	1/16	5½	16x6.00	30	30
President 8	1937	0	½	1/16	5½	16x6.50	30	30
Six (7A)	1938	¼	½	⅛	5½	16x6.00	30	30
Comm. 6 (8A)	1938	¼	½	⅛	5½	16x6.00	30	30
Pres. 8 (4C)	1938	¼	½	⅛	5½	16x6.50	30	30
Champion "G"	1939	5½	½	⅛	5½	16x5.50	26	26
Comm. 6 (9A)	1939	¼	½	⅛	5½	16x6.00	30	30
Pres. 8 (5C)	1939	¼	½	⅛	5½	16x6.50	30	30
Champion 2-G	1940	1	½	⅛	5½	16x5.50	26	30
Comm. 6 (10A)	1940	¼	½	⅛	5½	16x6.25	30	30
Pres. 8 (6C)	1940	¼	½	⅛	5½	16x6.50	30	30
Champ. 6-3G	1941	1	½	⅛	5½	16x5.50	26	30
Comm. 6-11A	1941	—¼	½	⅛	5½	16x6.25	28	28
President 8-7C	1941	—¼	½	⅛	5½	16x7.00	28	28
TERRAPLANE								
Six	1935	3¾	1½	⅛	7	16x6.00	22	28
Six	1936	2	1	0	7	16x6.00	24	30
Six	1937	1	1	0	7	16x6.00	24	32
Special 80	1938	1	1	0	7	16x6.00	24	32
Super 82	1938	1	1	0	7	16x6.00	24	32
WILLYS								
Four 77	1935–6	1	2	3/32	7½	17x5.00	30	30
Four 77	1936	1	2	3/32	7½	17x5.00	30	30
37	1937	3	2	3/32	7½	16x6.50	28	28
4-38	1938	3	2	3/32	7½	16x5.50	28	30
Four-48	1939	3	2	3/32	7½	16x5.50	28	28
Overland 39	1939	3	2	1/8	7½	16x5.50	26	26
Willys 440	1940	3	2	1/16	7½	16x5.00	28	28
Willys Americar	1941	3	2	1/32	7½	16x5.50	26	26

ABBREVIATIONS

a—4° 51′ 10″ b—Series 3500, 16 x 6.00; Series 3600, 16 x 6.50 c—Series 3500, 27 lbs.; Series 3600, 25 lbs.

‡With wee-gee board d—1° 54′ e—16 x 6.50 (30 lbs. front and rear); 15 x 7.00 (28 lbs. front and rear) depending on model

f— −⅛ to +1⅛ g— −⅜ to +⅞ SC—Supercharged *—Non-adjustable

★ *Turn to page 68 for more information*

COOLING AND LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System—Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
AUBURN															
6-53	'35	d	13 3/8	1 1/2 x 11 3/4	1 1/2 x 7 1/2	V-46 x 3/4	5	40	20W	2 1/2	160	90	3 1/4	EP110	EP90
8-51	'35	S	16 3/8	1 1/2 x 11 3/4	1 1/2 x 7 1/2	V-46 x 3/4	6 1/2	40	20W	2 1/2	160	90	3 1/4	EP110	EP90
8-51 SC	'35	S	16 3/8	1 1/2 x 11 3/4	1 1/2 x 7 1/2	V-46 x 3/4	6 1/2	40	20W	2 1/2	160	90	3 1/4	EP110	EP90
6-54	'36	S	13 3/8	1 1/2 x 7 1/2	1 1/2 x 11 3/4	V-46 x 3/4	5	30	20W	2 1/2	160	90	3 1/4	EP110	EP90
8-52	'36	S	16 3/8	1 1/2 x 7 1/2	1 1/2 x 11 3/4	V-46 x 3/4	6 1/2	30	20W	2 1/2	160	90	3 1/4	EP110	EP90
8-52 SC	'36	S	16 3/8	1 1/2 x 7 1/2	1 1/2 x 11 3/4	V-46 x 3/4	6 1/2	30	20W	2 1/2	160	90	3 1/4	EP110	EP90
CADILLAC															
V- 8 355E	'35	D	17	1 3/4 x 8 5/8	1 1/4 x 12	V-36 1/2 x 7/8	6 3/4	30	20W	4 1/2	160	90	5	160	80
V-12 370E	'35	D	15	1 3/4 x 4	1 1/4 x 7 3/4	V-38 x 7/8	7 1/2	30	20W	4 1/2	160	90	5	160	80
V-16 452E	'35	D	23	1 3/4 x 4	1 1/4 x 9 1/4	V-35 15/64 x 7/8	8 1/4	30	20W	4 1/2	160	90	5	160	80
V- 8 60	'36	S	25	2 x 6	1 1/4 x 11 3/8	V-50 1/2 x 1	6	30	20W	2	EP110	EP90	4 1/2	EP110	EP80
V- 8 70-75	'36	S	24	2 x 6	1 1/4 x 11 3/8	V-50 1/2 x 1	6	30	20W	4	EP110	EP90	4 1/2	EP110	EP80
V-12 90-85	'36	D	16	1 3/4 x 4	1 1/4 x 7 5/8	V-44 1/4 x 7/8	7 1/2	30	20W	4	EP110	EP90	4	EP110	EP80
V-16	'36	D	20	1 3/4 x 4	1 1/4 x 9 1/4	V-44 1/4 x 7/8	8 1/2	30	20W	4	EP110	EP90	5	EP110	EP80
V-8 60	'37	S	20	2 x 7	1 1/4 x(h)	V-43 1/2 x 1 1/64	6	30	10W	2	EP90	EP90	4	EP—	EP—
V-8 65	'37	S	20	2 x 7	1 1/4 x(h)	V-43 1/2 x 1 1/64	6	30	10W	2	EP90	EP90	4	EP160	EP90
V-8 70	'37	S	20	2 x 7	1 1/4 x(h)	V-43 1/2 x 1 1/64	6	30	10W	2	EP90	EP90	4	EP160	EP90
V-8 75	'37	S	20	2 x 7	1 1/4 x(h)	V-43 1/4 x 1 1/64	6	30	10W	2	EP90	EP90	4	EP160	EP90
V-12	'37	D	14	1 3/4 x(g)	1 1/4 x(j)	V-44 1/4 x 1 1/64	7 1/2	30	10W	2	EP90	EP90	4	EP160	EP90
V-16	'37	D	20	1 3/4 x(g)	1 1/4 x 9 1/8	V-39 5/16 x 1 1/64	8 1/2	30	10W	2	EP90	EP90	5	EP160	EP90
V8 38-60&Spec	'38	S	20	2 x 7 1/4	1 1/4 x 10 1/4	V-43 1/2 x 1 1/64	6	20	10W	2	EP90	EP90	4	EP—	EP—
V-8 38-65	'38	S	20	2 x 7 1/4	1 1/4 x 10 3/4	V-43 1/2 x 1 1/64	6	20	10W	2	EP90	EP90	4	EP160	EP90
V-8 38-75	'38	S	20	2 x 7 1/4	1 1/4 x 10 3/4	V-43 1/4 x 1 1/64	6	20	10W	2	EP90	EP90	4	EP160	EP90
V-16 38-90	'38	C	25	1 3/4 (M)	1 1/2 x 10 1/4	V-49 5/8 x 5/8	8 1/2	20	10W	2	EP90	EP90	5	EP160	EP90
V-8 61	'39	S	20	2 x 7 1/4	1 1/4 x 10 1/4	V-43 1/2 x 1 1/64	6	20	10W	2	EP90	EP90	4	EP—	EP—
V-8 60S	'39	S	20	2 x 7 1/4	1 1/4 x 10 3/4	V-43 1/2 x 1 1/64	6	20	10W	2	EP90	EP90	4	EP160	EP90
V-8 75	'39	S	20	2 x 7 1/4	1 1/4 x 10 3/4	V-43 1/4 x 1 1/64	6	20	10W	2	EP90	EP90	4	EP160	EP90
V-16 90	'39	C	25	1 3/4 (M)	1 1/2 x 10 1/4	V-49 5/8 x 5/8	8 1/2	20	10W	2	EP90	EP90	5	EP160	EP90
V-8 72	'40	S	20	2 x 7 1/4	1 1/4 x 10 1/4	V-43 1/2 x 1 1/64	6	20	10W	2	EP90	EP90	4	EP—	EP—
V-8 60S	'40	S	20	2 x 7 1/4	1 1/4 x 10 3/4	V-43 1/2 x 1 1/64	6	20	10W	2	EP90	EP90	4	EP160	EP90
V-8 75	'40	S	20	2 x 7 1/4	1 1/4 x 10 3/4	V-43 1/4 x 1 1/64	6	20	10W	2	EP90	EP90	4	EP160	EP90
All Series	'41	d	21	2 x (M)	1 1/4 x 18	V-34 1/32 x 1 1/64	6	20	10W	2	EP90	EP90	4	EP90	EP90
CHEVROLET															
6 Stand.	'35	C	8	1 1/2 x 8 1/2	1 1/4 x 6 1/2	V-39 3/4 x 21/32	4 1/2	30	10W	1 1/2	160	90	2	160	80
6 Master	'35	C	9	1 1/2 x 8 1/2	1 1/4 x 7 3/4	V-39 3/4 x 21/32	4 1/2	30	10W	2 1/2	160	90	3 3/4	160	80
6 Stand.	'36	C	12 1/2	1 1/2 x 8 1/2	1 1/4 x 7 13/16	V-39 3/4 x 21/32	4 1/2	30	10W	1 1/4	160	90	2 1/2	160	80
6 Master	'36	C	12 1/2	1 1/2 x 8 1/2	1 1/4 x 7 13/16	V-39 3/4 x 21/32	4 1/2	30	10W	2	160	90	4	160	80
Six	'37	C	11 1/2	1 1/2 x 2 3/4	1 1/4 x 5 5/8	V-42 7/8 x 11/16	4 1/4	30	10W	1 1/2	160	90	3	EP90	EP80
Six	'38	C	11 1/2	1 1/2 x 2 3/4	1 1/4 x 5 5/8	V-42 7/8 x 11/16	4 1/4	30	10W	1 1/2	90	80	3	Hy90	Hy80
Six	'39	C	11 1/2	(k)	1 1/4 x 5 5/8	V-42 7/8 x 11/16	4 1/4	20	10W	1 1/2	90	80	2 1/2	Hy90	Hy80
Six	'40	C	11 1/2	1 13/16 x 2 3/4	1 1/4 x 5 5/8	V-42 7/8 x 11/16	4 1/4	20	10W	1 1/2	90	80	3	90	80
Six	'41	C9	11 1/2	1 13/16 x 8	1 1/4 x 5 5/8	V-42 7/8 x 11/16	4 1/4	20	10W	1 1/4	90	80	2 3/4	Hyp	Hyp
CHRYSLER															
6 C6	'35	B	14	1 3/4 x 3 1/4	1 3/4 x 7	V-48 13/16 x 25/32	5	30	10W	2	30	20W	2 3/4	160	80
8 Cz	'35	S	16	1 3/4 x 3 1/2	1 3/4 x 7	V-48 13/16 x 25/32	5	30	10W	2	30	20W	2 3/4	EP90	EP80
8 Airflow	'35	S	16	1 3/4 x 3 1/2	1 3/4 x 7 1/4	V-46 7/16 x 25/32	5	30	10W	5	30	20W	3 1/2	160	80
6 C7	'36	B	16	1 3/4 x (a)	1 3/4 x 7	V-48 13/16 x 25/32	5	30	10W	2	30	20W	2 3/4	EP90	EP80
8 C8	'36	S	18 1/2	1 3/4 x (a)	1 3/4 x 5 3/4	V-48 13/16 x 25/32	5	30	10W	2	30	20W	2 3/4	EP90	EP80

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COOLING AND LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
CHRYSLER—Continued															
8 Airflow	'36		14	1¾x(b)	1¾x 6½	V-46 7/16x25/32		30	10W	5	30	20W	3½	160	80
Six C-16	'37	C	16	1½(c)	1¾x 5¾	V-48 15/16x25/32	4¼	30	20W	2	160	90	2¾	EP—	EP90
De L. 8 C-14	'37	d	18	1¾x(e)	1¾x 5¼	V-48¾ x¾	5	30	20W	2	160	90	2¾	EP—	EP90
Cus. Imp. C-15	'37	d	19	1¾x(e)	1¾x 5¼	V-48¾ x¾	5	30	20W	5¼	160	90	5¼	EP—	EP90
Airflow C-17	'37	d	14	1¾x 3½	1¾x 6¼	V-48¾ x¾	5	30	20W	3¼	160	90	5¼	160	90
Six C-18	'38	C	17	1½(c)	1¾x 5¾	V-48 13/16x25/32	4¼	30	20W	2	160	90	2¾	EP—	EP90
De L. 8 C-19	'38	S	17	1¾x(e)	1¾x 5¼	V-48¾ x¾	5	30	20W	2	160	90	2¾	EP—	EP90
Cus. Imp. C-20	'38	S	17	1¾x(e)	1¾x 5¼	V-48¾ x¾	5	30	20W	5¼	160	90	5¼	EP—	EP90
Six C-22	'39	C	17	1½(c)	1¾x 6	—	4	30	20W..	2	160	90	2¾	EP90	EP80
DeL. 8 C-23	'39	S	20	1¾x(e)	1¾x 5¼	—	5	30	20W..	3	160	90	2¾	EP90	EP80
Cus. Imp. C-24	'39	S	20	1¾x(e)	1¾x 5¼	—	5	30	20W..	3¾	160	90	5¼	EP90	EP80
Six C-25	'40	C	14	1½(r)	1¾x8	—	4	30	20W..	2	160	90	2¾	EP90	EP80
DeLuxe C-26	'40	S	20	1¾x(s)	1¾x5¾	—	5	30	20W..	2	160	90	2¾	EP90	EP80
Cus. Imp. C-27	'40	S	20	1¾x(s)	1¾x5¾	—	5	30	20W..	3¼	160	90	3¾	EP90	EP80
Royal 6 C-28	'41	C	15	1½xcc	1¾x6	—	4	30	20W..	2⅛	90	80	2¾	EP90	EP80
N.Y. 8 C-30	'41	S	20	1¾xee	1¾x5½	—	5	**	**	2⅛	90	80	2¾	EP90	EP80
Cr. Imp. C-33..	'41	S	20	1¾xee	1¾x5½	—	5	**	**	3⅛	90	80	4⅛	EP90	EP80
DE SOTO															
6 SF	'35	B	14	1¾x 3½	1¾x 7	V-48 13/16x25/32	5	30	10W	2	30	20W	2⅛	160	80
6 SG Airflow	'35	B	14	1¾x 5	1¾x 5¾	V-48 13/16x25/32	5	30	10W	2	30	20W	2⅛	EP90	EP80
6 Cust. S1	'36	B	12	1¾x 8¾	1¾x 7	V-48 13/16x25/32	5	30	10W	2	30	20W	2¾	EP90	EP80
6 S2 Airflow	'36	B	12	1¾x 3¼	1¾x 7	V-48 13/16x25/32	5	30	10W	3½	30	20W	2¾	EP90	EP80
Six S-3	'37	C	16	1½(c)	1¾x 6¼	V-43¾ x¾	4	30	20W	2	160	90	2¾	EP	EP90
Six S-5	'38	C	16	1½(c)	1¾x 6½	V-43¾ x¾	4	30	20W	2	160	90	2¾	EP90	EP80
Six S-6	'39	C	16	1½(c)	1¾x 6	—	4	30	20W..	2	160	90	2¾	EP90	EP80
Six S-7	'40	C	15	1½(r)	1¾x8	—	4	30	20W..	2	160	90	2¾	EP90	EP80
Six S-8	'41	C	15	1½R	1¾x6	V-48 9/16x¾	4	**	**	2⅛	90	80	2¾	EP90	EP80
DODGE															
6 DU	'35	S	14	1½x 5¾	1¾x 7	V-48 13/16x25/32	4¾	30	10W	2	30	20W	2¾	160	90
6 DV	'35	B	12½	1½x 5½	1¾x 7	V-48 13/16x25/32	4¾	30	10W	2	30	20W	2¾	160	90
6 D2	'36	S	13	1½x 9	1¾x 7	V-48 13/16x25/32	4¼	30	10W	2	30	20W	2¾	160	90
6 D3, D4	'36	S	13	1½x 3¼	1¾x 7	V-48 13/16x25/32	4¼	30	10W	1⅜	30	20W	2¾	160	90
Six D-6, D-7	'37	d	13	1½x(c)	1¾x 6½	V-43¼ x ¼	4	30	20W	2	160	90	2¼	EP—	EP90
Big 6 D-5	'37	d	13	1½x(c)	1¾x 6½	V-43¾ x¾	4	30	20W	2	160	90	2¾	EP—	EP90
Std. 6 D-9	'38	C	11	1½x(c)	1¾x 6½	V-43¾ x¾	4	30	20W	2	160	90	2¾	EP90	EP80
DeL. 6 D-10	'38	C	11	1½x(c)	1¾x 6½	V-43¾ x¾	4	30	20W	2	160	90	2¾	EP90	EP80
Big 6 D-8	'38	C	13	1½x(c)	1¾x 6½	V-43¾ x¾	4	30	20W	2	160	90	2¾	EP90	EP80
DeL. 6 D-12	'39	S	11	1½x(d)	1¾x6	—	4	30	20W..	2	160	90	2¼	EP90	EP80
Std. 6 D-13	'39	S	11	1½x(d)	1¾x10½	—	4	30	20W..	2	160	90	2¾	EP90	EP80
Big 6 D-11	'39	S	12.5	1½x(n)	1¾x8	—	4	30	20W..	2	160	90	2¾	EP90	EP80
Std. 6 D-15	'40	S	14	1½xr	1¾x8	—	4	30	20W..	2	160	90	2¾	EP90	EP80
DeL. 6 D-16	'40	S	14	1½x(r)	1¾x8	—	4	30	20W..	2	160	90	2¾	EP90	EP80
Big 6 D-14	'40	S	16	1½x(r)	1¾x8	—	4	30	20W..	2	160	90	2¾	EP90	EP80
Kings. 6 D-20	'41	S	14	1½xcc	1¾x6	—	4	30	20W	2⅛	90	80	2¾	EP90	EP80
DeL. 6 D-21	'41	S	14	1½xcc	1¾x6	—	4	30	20W	2⅛	90	80	2¾	EP90	EP80
L. Liner D-19	'41	S	16	1½xcc	1¾x6	—	4	30**	20W**	2⅛	90	80	2¾	EP90	EP80
FORD															
V-8	'35	S	18	1¾x 5½	1¾x11¼	V-57 1/16 x11/16	4	40	20W	2¼	EP110	EP90	2¼	EP160	EP90
V-8	'36	S	20	1¾x 5½	1¾x11¼	V-57 1/16 x⅝	4	40	20W	2¼	EP110	EP90	2¼	EP160	EP90

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COOLING AND LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
FORD—Continued															
V-8 "60"	'37	S	12	1½x 7¾	1½x19	V-45 51/64 x 5/8	3½	40	20	2¼	EP160	EP90	2¼	EP160	EP90
V-8 "85"	'37	S	18	1¾x 4¾	1¾x17	V-51 13/16 x 5/8	4	40	20	2¼	EP160	EP90	2¼	EP160	EP90
V-8 60	'38	S	12½	1½x 7¾	1½x19	V-45.8 x 5/8	3½	40*	20W	2¼	EP160	EP90	2¼	EP160	EP90
V-8 85	'38	S	18	1¾x 4¾	1¾x17	V-51.2 x 5/8	4	40*	20W	2¼	EP160	EP90	2¼	EP160	EP90
V-8 85	'39	O	17	1¾x7.86	1¾x19.60	V-54.31x.460	4	30*	20W..	2¼	EP160	EP90	2¼	EP160	EP90
Mercury	'39	O	17	1¾x7.86	1¾x19.60	V-54.31x.460	4	30*	20W..	2¼	EP160	EP90	2¼	EP160	EP90
V-8 85	'40	O	18	1¾x7.86	1¾x19.60	V-54.31x.460	4	30*	20W..	2¼	EP160	EP90	2¼	EP160	EP90
Mercury	'40	O	17½	1¾x7.86	1¾x19.60	V-54.31x.460	4	30*	20W..	2¼	EP160	EP90	2¼	EP160	EP90
V-8 85	'41	O	AA	1¾x7 7/8	1¾x19 5/8	V-51¼x5/8	4	30	20W..	2¾	90	80	2½	90	80
Mercury	'41	O	BB	1¾x6¾	1¾x19 5/8	V-51¼x5/8	4	30	20W..	2¾	90	80	2½	90	80
GRAHAM															
6	'35	S	12½	1½x 3	1½x 7	V-40 x¾	5	30	20W	1¼	EP110	EP80	2	EP110	EP80
6 Spec.	'35	S	14	1¾x 3¼	1¾x 6 3/8	V-44¾ x¾	5	30	20W	2½	EP110	EP80	2½	EP110	EP80
8	'35	S	15	2⅛x 5 3/8	1¾x 6 3/8	V-46 11/16 x¾	5	30	20W	2½	EP110	EP80	2½	EP110	EP80

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COOLING AND LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
GRAHAM—Continued															
8 Super C	'35	S	17	2 1/16 x 5 3/8	1 3/4 x 6 3/8	V-46 11/16 x 3/4	6	30	20W	3	EP110	EP80	3 1/2	EP110	EP80
6-80 Crusad	'36	M	12 1/2	1 1/2 x 3	1 1/2 x 8	V-40 x 21/32	4	30	20W	1 1/4	FW160	FW80	2	EP110	EP80
6-90 Cavalier	'36	M	15	1 1/2 x 3	1 1/2 x 8	V-44 x 21/32	4	30	20W	2 1/2	160	90	2 1/2	EP110	EP80
6-110 SuperC	'36	M	15	1 1/2 x 3	1 1/2 x 8	V-44 x 21/32	4	30	20W	2 1/2	160	90	2 1/2	EP110	EP80
Crusader 85	'37	M	9	1 1/2 x 3	1 1/2 x 8	V-40 x 21/32	4 1/4	30	10W	1 1/4	160	90	1 3/4	EP160	EP90
Cavalier 95	'37	M	12 1/2	1 1/2 x 3	1 1/2 x 8	V-43 19/64 x 11/16	4 1/4	30	10W	2	160	90	2	EP160	EP90
Super C 116	'37	M	12 1/2	1 1/2 x 3	1 1/2 x 8	V-44 x 21/32	4 1/4	30	10W	2	160	90	2	EP160	EP90
Cus Sup C 120	'37	M	12 1/2	1 1/2 x 3	1 1/2 x 8	V-44 x 21/32	4 1/4	30	10W	4	160	90	2	EP160	EP90
Special	'38	M	12	Special Moulded		V-43.3 x 13/32	4	40	20W	4†	160	80	3	Hy160	Hy80
Supercharger	'38	M	12	Special Moulded		V-43.3 x 13/32	4	40	20W	4†	160	80	3	Hy160	Hy80
Six-96	'39	M	12	Special Moulded		V-43.3x 13/32	4	40	20W	4†	160	80	3	Hy90	Hy80
Six-97	'39	M	12	Special Moulded		V-43.3x 13/32	4	40	20W	4†	160	80	3	Hy90	Hy80
Six-107	'40	M	12	Special Moulded		V-43.3x 13/32	4	30	20W	4†	160	80	3	Hy90	Hy80
Six-108	'40	M	12	Special Moulded		V-43.3x 13/32	4	30	20W	4†	160	80	3	Hy90	Hy80
HUDSON															
Big 6	'35	C	15	1 3/16 x 3 3/4	1 3/16 x 3 1/4	V-47 15/16 x 51/64	4 1/4	30	10W	2 1/2	110	80	2 1/2	110	90
Eight	'35	C	19	1 1/2 x 3 1/4	1 9/16 x 7 5/8	V-49 5/16 x 51/64	6	30	10W	2 1/2	110	80	2 1/2	110	90
Six	'36	C	11	1 5/8 x 3	1 1/2 x 3	V-47 15/16 x 51/64	4	30	10W	2 1/2	EP90	EP80	2 1/2	EP110	EP90
Eight	'36	C	16	1 5/8 x 8 1/2	1 1/2 x 10 5/8	V-49 5/16 x 51/64	6	30	10W	2 1/2	EP90	EP80	2 1/2	EP110	EP90
Six	'37	C	11	1 5/8 x 3	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	3	EP90	EP80	3	EP160	EP90
Eight	'37	C	16	1 5/8 x 8 1/2	1 1/2 x 10	V-44 3/8 x 25/32	7 1/2	30	20W	3	EP90	EP80	3	EP160	EP90
Six	'38	C	10 1/2	1 5/8 x 3	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	3	EP90	EP80	3	EP90	EP90
Eight	'38	C	14 1/2	1 5/8 x 8 1/2	1 1/2 x 10	V-44 3/8 x 25/32	7 1/2	30	20W	3	EP90	EP80	3	EP90	EP90
112	'38	C	10	—	—	V-44 3/8 x 25/32	4 1/2	30	20W	3	EP90	EP80	3	EP90	EP90
Six-93	'39	C	10	1 5/8 x 3	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	3	EP90	EP80	3	EP90	EP90
Six-91	'39	C	10	1 5/8 x 8 1/2	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	3	EP90	EP80	3	EP90	EP90
Six-92	'39	C	10	1 5/8 x 8 1/2	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	3	EP90	EP80	3	EP90	EP90
Eight-95	'39	C	13 3/4	1 5/8 x 3	1 1/2 x 10	V-44 3/8 x 25/32	7	30	20W	3	EP90	EP80	3	EP90	EP90
Eight-97	'39	C	13 3/4	1 5/8 x 3	1 1/2 x 10	V-44 3/8 x 25/32	7	30	20W	3	EP90	EP80	3	EP90	EP90
Six-90	'39	C	10	1 5/8 x 8 1/4	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	3	EP90	EP80	3	EP90	EP90
Six-98	'39	C	10	1 5/8 x 8 1/4	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	3	EP90	EP80	3	EP90	EP90
Six-41	'40	C	10 3/4	1 5/8 x 8 1/2	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	2 1/4	EP90	EP80	2 3/4	EP90	EP90
Six-43	'40	C	10 3/4	1 5/8 x 8 1/2	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	2 1/4	EP90	EP80	2 3/4	EP90	EP90
Six-48	'40	C	10 3/4	1 5/8 x 8 1/2	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	2 1/4	EP90	EP80	2 3/4	EP90	EP90
Eight-44	'40	C	15	1 5/8 x 10	1 1/2 x 7 3/4	V-44 3/8 x 25/32	7	30	20W	2 1/4	EP90	EP80	2 3/4	EP90	EP90
Eight-47	'40	C	15	1 5/8 x 10	1 1/2 x 7 3/4	V-44 3/8 x 25/32	7	30	20W	2 1/4	EP90	EP80	2 3/4	EP90	EP90
Six-40	'40	C	10 3/4	1 5/8 x 8 1/2	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	2 1/4	EP90	EP80	2 3/4	EP90	EP90
Six-10	'41	C	10 3/4	1 5/8 x 8 1/2	1 1/2 x 10	V-44 21/32 x 51/64	3 3/4	30	20W	2††	EP90	EP80	2 3/4	EP90	EP90
Six-11, 12, 18	'41	C	10 3/4	1 5/8 x 8 1/2	1 1/2 x 10	V-44 21/32 x 51/64	3 3/4	30	20W	2††	EP90	EP80	2 3/4	EP90	EP90
Eight	'41	C	15	1 5/8 x 10	1 1/2 x 7 3/4	V-44 21/32 x 51/64	6	30	20W	2††	EP90	EP80	2 3/4	EP90	EP90
HUPMOBILE															
Six 517	'35	S	12 1/2	1 1/2 x 6 3/4	1 1/4 x 9 3/8	V-42 x 13/16	5	30	20	2	110	80	2	EP110	EP80
Six 518	'35	S	17	1 1/2 x 3	1 1/4 x 2 1/2	V-42 x 13/16	5	30	20	2	110	80	2 1/4	EP110	EP80
Eight 521-0	'35	C	20	1 3/4 x 2 5/8	1 1/2 x 3	V-44 x 13/16	6 3/4	30	20	2 1/2	110	80	3 1/2	EP110	EP80
Eight 527	'35	S	20	1 3/4 x 11 1/2	1 1/2 x 10 3/4	V-44 x 13/16	6 3/4	30	20	2	160	80	3	EP110	EP80
Six 618-G	'36	C	15	1 1/2 x 9 1/4	1 1/2 x 6 5/8	V-42 x 13/16	5	30	20	1 2/8	110	80	2	EP110	EP80
Eight 621-N	'36	C	18	1 3/4 x 5 1/4	1 1/2 x 10 3/4	V-44 x 13/16	6 3/4	30	20	1 2/8	160	80	2 1/2	EP110	EP80
6-622E	'38	C	15	1 1/2 x 9 1/4	1 1/2 x 6 5/8	V-42 x 13/16	5	30	20W	6	EP70	EP50	2	EP110	EP90
8-825H	'38	C	18	1 3/4 x 12 5/8	1 1/2 x 9 3/8	V-43 x 15/16	7	30	20W	7	EP70	EP50	2 3/4	EP110	EP90
6-922E	'39	C	15	1 1/2 x 9 1/4	1 1/2 x 6 5/8	V-42 x 13/16	5	30	20W	6	EP70	EP50	2	EP110	EP90
8-925H	'39	C	18	1 3/4 x 12 5/8	1 1/2 x 9 3/8	V-43 x 13/16	7	30	20W	7	EP70	EP50	2 3/4	EP110	EP90

For key to abbreviations see page 129

COOLING AND LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
LAFAYETTE															
Six	'34-5	M	16	1½x 4¼	1¼x 7	V-53 x¾	6	30	20	2½	EP90	EP80	2½	EP90	EP80
Six 3610	'36	M	16	1½x 4¼	1¼x 7	V-46¾ x$^{25}/_{32}$	6	30	20	2½	EP90	EP80	2½	EP90	EP80
LA SALLE															
Eight 35-50	'35	S	14	1¾x13	49¾ x$^{51}/_{64}$	V-49¾ x$^{51}/_{64}$	6	30	20W	2	160	90	2½	160	80
Eight 36-50	'36	S	14	1¾x13	49¾ x$^{51}/_{64}$	V-49¾ x$^{51}/_{64}$	6	40	20W	2¼	EP160	EP90	4¼	EP110	EP80
Eight	'37	d	20	2 x 7	1¼x10¾	V-43½ x1$^{1}/_{64}$	6	30	10W	2	EP90	EP90	4	EP....	EP....
38-50	'38	d	20	2 x 7¼	1¼x10¾	V-43½ x1$^{1}/_{64}$	6	20	10W	2	EP90	EP90	4	EP—	EP—
39-50	'39	C	20	2 x 7¼	1¼x10¾	V-43½x1$^{1}/_{64}$	6	20	20W	2	EP90	EP90	4	EP—	EP—
40-50 & 40-52	'40	C	20	2x7¼	1¼x10¾	V-43½x1$^{1}/_{64}$	6	20	20W	2	EP90	EP90	4	EP—	EP—
LINCOLN-ZEPHYR															
Continental	'41	Own	22½	1¾x7.50	1¾x—	V-53$^{13}/_{32}$x⅝	4¼	30	10W	2¼	90	80	3¼	EP90	EP80
McLAUGHLIN-BUICK															
8-40, 44	'34-5	M	11½	1$^{7}/_{16}$x 2¼	1$^{7}/_{16}$x 6	V-45$^{3}/_{16}$ x$^{25}/_{32}$	5	30	10W	1½	160	80	3	160	80
8-50, 45	'34-5	M	13½	1$^{5}/_{16}$x 5¼	1$^{5}/_{16}$x 7¼	V-41⅝ x$^{25}/_{32}$	6	30	10W	1½	160	80	3	160	80
8-60, 46	'34-5	M	16	1$^{7}/_{16}$x 5½	1$^{7}/_{16}$x 5½	V-41⅝ x$^{25}/_{32}$	7	30	10W	3⅛	160	80	4	160	80
8-90, 49	'34-5	M	19	1$^{7}/_{16}$x 5½	1$^{7}/_{16}$x 4⅞	V-43¾ x$^{25}/_{32}$	6	30	10W	3⅛	160	80	4½	160	80
Eight 44	'36	S	11	1$^{7}/_{16}$xE	1$^{7}/_{16}$x 7⅜	V-42$^{7}/_{16}$ x$^{25}/_{32}$	5	30	10W	1½	160	80	1¼	160	80
Eight 46, 8, 9	'36	S	14	1$^{9}/_{16}$xE	1$^{9}/_{16}$x 5¼	V-46$^{5}/_{16}$ x$^{29}/_{32}$	6⅜	30	10W	2	160	80	2	160	80
44 Special	'37	S	11	1$^{7}/_{16}$xE	1$^{9}/_{16}$x 7⅜	V-42$^{7}/_{16}$ x$^{25}/_{32}$	5	30	10W	1½	160	80	3	EP90	EP80
46 Century	'37	S	14¼	1$^{9}/_{16}$xE	1$^{9}/_{16}$x 5¼	V-45$^{15}/_{16}$x$^{29}/_{32}$	6⅜	30	10W	2	160	90	3	EP90	EP80
48 Roadmaster	'37	S	14¼	1$^{9}/_{16}$xE	1$^{9}/_{16}$x 5¼	V-45$^{15}/_{16}$x$^{29}/_{32}$	6⅜	30	10W	2	160	90	4	EP90	EP80
49 Limited	'37	S	14¼	1$^{9}/_{16}$xE	1$^{9}/_{16}$x 5¼	V-45$^{15}/_{16}$x$^{29}/_{32}$	6⅜	30	10W	2	160	90	4	EP90	EP80
44 Special	'38	S	11	1$^{7}/_{16}$xE	1$^{9}/_{16}$x 7	V-42$^{7}/_{16}$ x$^{25}/_{32}$	5	20	10W	1¾	90	80	3	Hy90	Hy80
46 Century	'38	S	14	1$^{9}/_{16}$xE	1$^{9}/_{16}$x 5¼	V-44 x$^{29}/_{32}$	6¾	20	10W	2½	90	80	3	Hy90	Hy80
48 Roadmaster	'38	S	14	1$^{9}/_{16}$xE	1$^{9}/_{16}$x 5¼	V-44 x$^{29}/_{32}$	6¾	20	10W	2½	90	80	4	Hy90	Hy80
49 Limited	'38	S	14	1$^{9}/_{16}$xE	1$^{9}/_{16}$x 5¼	V-44 x$^{29}/_{32}$	6¾	20	10W	2½	90	80	4	Hy90	Hy80
44 Special	'39	C	11	1$^{7}/_{16}$xE	1$^{9}/_{16}$xE	V-42$^{7}/_{16}$x$^{25}/_{32}$	5	20	10W	1½	90	80..	3	Hy90	Hy80
46 Century	'39	S	14	1$^{9}/_{16}$xE	1$^{9}/_{16}$xE	V-44x$^{29}/_{32}$	6¾	20	10W	2	160	90..	3	Hy90	Hy80
48 Roadmaster	'39	S	14	1$^{9}/_{16}$xE	1$^{9}/_{16}$xE	V-44x$^{29}/_{32}$	6¾	20	10W	2	160	90..	4	Hy90	Hy80
49 Limited	'39	S	14	1$^{9}/_{16}$xE	1$^{9}/_{16}$xE	V-44x$^{29}/_{32}$	6¾	20	10W	2	160	90..	4	Hy90	Hy80
44-00 & 45-00	'40	S	11	1$^{7}/_{16}$xE	1$^{9}/_{16}$xE	V-42$^{7}/_{16}$x$^{25}/_{32}$	5	20	10W	1½	90	80	3	90	80
47 Roadmaster	'40	S	14	1$^{9}/_{16}$xE	1$^{9}/_{16}$xE	V-44x$^{29}/_{32}$	6¾	20	10W	2	90	80	3	90	80
Sp. 44;Sup.45..	'41	d	11	1$^{9}/_{16}$xE	1$^{9}/_{16}$xE	V-45$^{1}/_{2}$x5$^{3}/_{64}$	5	20	10W	1½	EP90	EP80	3	Hy90	Hy80
Series 46, 47	'41	d	14	1$^{9}/_{16}$xE	1$^{9}/_{16}$xE	V-49$^{1}/_{2}$x1$^{5}/_{16}$	6¾	20	10W	2¼	EP90	EP80	3	Hy90	Hy80
Series 49	'41	d	14	1$^{9}/_{16}$xE	1$^{9}/_{16}$xE	V-49$^{1}/_{2}$x1$^{5}/_{16}$	6¾	20	10W	2¼	EP90	EP80	3	Hy90	Hy80
NASH															
6 Adv. 3520	'35	S	16	1½x 3	1½x 5	V-46¾ x$^{25}/_{32}$	6	30	10W	2½	110	90	5	EP90	EP80
8 3580-8	'35	S	17¼	1½x 3½	1½x 5¾	V-48¾ x$^{25}/_{32}$	6¾	30	10W	2½	110	90	5	EP90	EP80
6-400	'36	S	15	1½x 3⅜	1¼x 7	V-46¾ x$^{25}/_{32}$	6	30	10W	2½	110	90	2½	EP90	EP80
6 Amb.	'36	S	16	1½x 3¼	1½x 5	V-46¾ x$^{25}/_{32}$	6	30	10W	2½	110	90	5	EP90	EP80

For key to abbreviations see page 129

COOLING AND LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
NASH—Continued															
8 Super Amb.	'36	S	17½	1½x 3½	1½x 3¼	V-48 3/4 x 25/32	6	30	10W	2½	110	90	5	EP90	EP80
Lafayette 400	'37	S	16¾	1½x 3¼	1¼x10	V-48 3/16 x 25/32	5	30	10W	2½	90	90	3¼	90	90
Ambassador 6	'37	S	14	1½x 3¼	1¼x 8¾	V-48 3/16 x 25/32	6	30	10W	3	90	90	3¼	90	90
Ambassador 8	'37	S	17½	1½x 3¼	1¼x 7¼	V-48 3/4 x 25/32	6	30	10W	3	90	90	5	90	90
Lafayette	'38	S	16 3/8	1½x 3¼	1¼x 8¾	V-48 3/16 x 25/32	5	30	10W	3½	70‡	50‡	4	EP90	EP90
Ambassador 6	'38	M	13	1½x 3¼	1¼x 7½	V-48 3/16 x 25/32	6	30	10W	3½	70‡	50‡	4	EP90	EP90
Ambassador 8	'38	S	14	1½x 3¼	1¼x 6½	V-48 3/4 x 25/32	6	30	10W	3½	70‡	50‡	6	EP90	EP90
Lafayette	'39	S	16 3/8	1¼x3¼	1¾x8¾	V-48 3/16 x 25/32	5	30	10W	3½	70*	50*	4	Hy90	Hy90
Ambassador 6	'39	C	13	1½x3¼	1¼x7½	V-48 3/16 x 25/32	6	30	10W	3½	70*	50*	6	Hy90	Hy90
Ambassador 8	'39	C	14	1½x3¼	1¼x6½	V-48 1/8 x 25/32	6	30	10W	3½	70*	50*	4	Hy90	Hy90
Lafayette	'40	C	16	1½x3¼	1¾x9	V-48 3/8 x 25/32	5	30	10W	3½	70*	50*	4	Hy90	Hy90
Ambassador 6	'40	C	14	1½x3¼	1¾x8¼	V-48 3/8 x 25/32	6	30	10W	3½	70*	50*	4	Hy90	Hy90
Ambassador 8	'40	C	15	1½x3¼	1¾x6½	V-48 3/8 x 25/32	6	30	10W	3½	70*	50*	6	Hy90	Hy90
Ambass. 600	'41	C	11½	1½x3¼	1½x7¾	V-41 13/16	4	30	10W	1	70	50	3	Hy90	Hy90
Ambassador 6	'41	C	14	1½x3¼	1¾x14½	V-42 3/16	5	30	10W	3½	70	50	4	Hy90	Hy90
Ambassador 8	'41	C	13¼	1½x3¼	1¾x12	V-45	6	30	10W	3½	70	50	4	Hy90	Hy90
OLDSMOBILE															
Six	'35-6	S	10	1½x 9 7/16	1½x10 1/8	V-43 3/4 x 13/16	5	30	10W	2	160	90	2½	160	80
Eight	'35-6	S	12	1¾x10 11/16	1½x 8¾	V-49 3/4 x 13/16	6	30	10W	2	160	90	2½	160	80
Six	'37	C	13¼	1½x11	1½x 8¾	V-44 11/16 x 13/16	5	30	10W	1½	160	90	3¾	EP90	EP80
Six	'38	C	14	1½x11	1½x 8¾	V-44 11/16 x 13/16	5	30	10W	1¾	90	80	4½	EP90	EP80
Eight	'38	C	17½	1¾x11	1½x 8¾	V-44 11/16 x 13/16	5 5/8	30	10W	2	90	80	4½	EP90	EP80
Six	'39	C	14	1¾x12	1½x8	V-44 11/16 x 13/16	5	20	10W	1½	90	80	3¾	EP90	EP80
35-00 & 36-00	'40	C	15	1¾x12	1½x8	V-44 11/16 x 13/16	4¼	20	10W	1½	90	80	3¾	90	80
Six	'41	C	14¾	1¾x13	1½x8¾	V-44 11/16 x 13/16	4.4	20	10W	1½	90	80	3¾	Hyp90	Hyp80
Eight	'41	C	18	1¾x13¾	1½x8	V-44 11/16 x 13/16	5	20	10W	2	90	80	2½	Hyp90	Hyp80
PACKARD															
8-120	'35-6	S	13	1 1/8 x 3	1½x10	V-42 3/8 x 3/4	6	30	10W	1¾	160	90	3½	EP110	EP80
Eight	'35-6	S	16	1¾x 6½	1¾x10	V-39 3/8 x 9/16	6¾	30	10W	3¾	160	90	5	EP110	EP80
Super 8	'35-6	S	16	1¾x 6½	1¾x 6½	V-39 3/8 x 9/16	8¼	30	10W	3¾	160	90	5	EP110	EP80
Twelve	'35-6	S	33	1½x13	2 x11	V-49 1/4 x 25/32	8¼	30	10W	3¾	160	90	5	EP110	EP80
Six	'37	G	14	1½x 3	1½x10	V-43 x 3/4	5	30	20W	1¾	160	90	3½	EP110	EP80
Eight 120-C	'37	d	14	1½x 3	1½x10	V-43 x 3/4	5	30	20W	1¾	160	90	3½	EP110	EP80
Super 8	'37	S	20	1¾x 5 5/8	1¾x 6½	V-47 5/8 x1	6¾	30	20W	3¾	160	90	5¼	EP110	EP80
Twelve	'37	S	33¾	2 x 11	1½x(f)	V-49 3/8 x 25/32	8¼	30	20W	3¾	160	90	5¼	EP110	EP80
Six	'38	G	14	1¾x 3	1¾x 7	V-49 1/4 x 3/4	5	30	20W	1¾	160	90	3½	EP110	EP80
Eight	'38	S	14	1¾x 3	1¾x 7	V-49 1/4 x 3/4	5	30	20W	1¾	160	90	3½	EP110	EP80
Super 8	'38	S	20	1¾x 7 11/16	1¾x 9	V-48 5/8 x1	6¾	30	20W	3¾	160	90	5¼	EP110	EP80
Twelve	'38	S	33¾	2x 7¾	1½x(ff)	V-50 1/2 x3/4	8¼	30	20W	3¾	160	90	5¼	EP110	EP80
Six	'39	G	14	1¾x3	1¾x7½	V-49 1/4x3/4	5	30	20W	1¾	140	90	3½	EP110	EP80
Eight	'39	S	14	1¾x3	1¾x7½	V-49 1/4x3/4	5	30	20W	1¾	140	90	3½	EP110	EP80
Super 8	'39	S	20	1¾x4¾	1¾x5 5/8	V-48 5/8x1	6¾	30	20W	1¾	140	90	5¼	EP110	EP80
Twelve	'39	S	33¾	2x7¾	1½x(ff)	V-50 1/2x3/4	8¼	30	20W	3¾	140	90	5¼	EP110	EP80
Six	'40	S	13½	1¾x3	1¾x8	V-49 1/4x3/4	4	30	20W	1¾	160	90	3½	EP110	EP80
Eight	'40	S	14½	1¾x3	1¾x8	V-49 1/4x3/4	5	30	20W	1¾	160	90	5¼	EP110	EP80
Super 8	'40	S	16	1¾x3	1¾x7	V-48 5/8x1	6	30	20W	1¾	160	90	5¼	EP110	EP80
110	'41	S	12½	1¾x3	1¾x7½	V-49 1/4x3/4	4	30	20W	1¾	140	90	4	Hyp	Hyp
120	'41	C	14	1¾x3	2⅛x13	V-49 1/4x3/4	5	30	20W	1¾	140	90	5¾	Hyp	Hyp
Super 8	'41	S	16¾	1¾x3	2⅛x11½	V-52 1/4x1	6	30	20W	1¾	140	90	5¾	Hyp	Hyp

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PLYMOUTH															
Six	'35–6	B	12½	1½x 5½	1¾x 7	V-48 13/16x25/32	4¾	30	10W	1⅜	30	20W	2⅝	160	90
Six P-3, P-4	'37	C	13	1½x(c)	1¾x 6½	V-483/4 x3/4	4	30	20W	2	160	90	2¾	EP....	EP90
Stand. P-5	'38	C	11	1½x(c)	1¾x 6½	V-483/4 x3/4	4	30	20W	2	160	90	2¾	EP90	EP80
De L. P-6	'38	C	11	1½x(c)	1¾x 6½	V-483/4 x3/4	4	30	20W	2	160	90	2¾	EP90	EP80
Stand. P-7	'39	C	11	1½x(d)	1¾x10½	—	4	30	20W..	2	160	90	2¾	EP90	EP80
De Luxe P-8	'39	C	11	1½x(d)	1¾x6	—	4	30	20W..	2	160	90	2¾	EP90	EP80
Stand. P-9	'40	C	14	1½xr	1¾x9	—	4	30	20W..	2	160	90	2¾	EP90	EP80
DeLuxe P-10	'40	C	14	1½xr	1¾x6	—	4	30	20W..	2	160	90	2¾	EP90	EP80
R'dking P-11	'41	C	14	1½x(c)	1¾x9½	—	4	30	20W..	2⅛	90	80	2¾	Hyp90	Hyp80
De L. P-12	'41	C	14	1½x(c)	1¾x9	—	4	30	20W..	2⅛	90	80	2¾	Hyp90	Hyp80
PONTIAC															
Six	'35	C	10¼	1½x 9¾	1½x 7¼	V-40 15/16x3/4	5	30	10W	2	160	80	4	160	80
Eight	'35	C	11½	1½x 9¾	1½x 7¼	V-40 15/16x3/4	6	30	10W	2	160	80	4	160	80
Six	'36	C	12½	1½x 9¾	1½x 7¼	V-40 15/16x3/4	5	30	10W	1½	160	80	4	160	80
Eight	'36	C	13½	1½x 9¾	1½x 7¼	V-40 15/16x3/4	6	30	10W	1½	160		4	160	80
Six "224"	'37	C	11½	1½x 2¾	1¼x 5⅝	V-427/8 x11/16	4¼	30	10W	1½	160	80	3¾	EP90	EP80
Six 26-00	'38	C	11	1½x 2¾	1¼x 6¾	V-427/8 x11/16	4¼	20	10W	1½	90	80	4½	Hy90	Hy80
Six 25-00	'38	C	11½	1½x 2¾	1¼x 5⅝	V-427/8 x11/16	4¼	20	10W	1½	90	80	3	Hy90	Hy80
Chieftain	'39	C	11¼	1½x(p)	1¼x5	V-427/8x11/16	4¼	20	10W	1½	90	80..	3¾	Hy90	Hy80
Arrow	'39	C	11½	1½x(k)	1¼x5⅝	V-427/8x11/16	4¼	20	10W	1½	90	80..	2½	Hy90	Hy80
Special 25-00	'40	C	14	1½x14¼	1¾x9¾	V-481/4x3/4	5	20	10W	1½	90	80	3¾	90	80
Arrow	'40	C	11½	1 7/16x2¾	1¼x5⅝	V-427/8x11/16	4¼	20	10W	1½	90	80	3	90	80
Fleetleader	'41	C	13½	1½x14½	1⅝xE	V-481/4x3/4	5	20	10W	1¼	90	80	2¾	EP90	EP80
Torpedo 6	'41	C	15	1½x15½	1¾x13½	V-481/4x3/4	5	20	10W	1½	90	80	3¾	EP90	EP80
REO															
6 Fly. Cd.	'35–6	C	16	1½x10⅜	1½x 6	V-443/4 x51/64	5	30	20W	1¾	110	90	2	160	90
6 Royale 7S	'35	S	16	1½x 7	1½x 5¼	V-443/4 x51/64	5	30	20	3	110	90	2½	160	90
STUDEBAKER															
Dict. 6-1A	'35	S	14	1¾x 3	1¾x 2½	V-455/8 x3/4	4¼	30	20	2½	110	80	1¾	110	90
Comm. 8-1B	'35	S	18	1¾x 3	1¾x 2½	V-493/8 x13/16	6¾	30	20	4½	110	80	4¼	110	90
Pres. 8-1C	'35	S	18	1¾x 3	1¾x 2½	V-493/8 x13/16	6¾	30	20	4½	110	80	4¼	110	90
Dict. 6-3A	'36	S	11½	2 x 4½	2⅛x 7½	V-443/8 x 3/4	5	30	20	2½	110	90	2	110	90
Pres. 8-2C	'36	S	14¼	1¾x 3	2⅛x10¾	V-491/4 x27/32	6½	30	20	2½	110	90	3¾	110	90
Std. Dictator 6	'37	d	10	2 x 5¾	1¼x 8½	V-443/8 x3/4	4½	30	20	2½	110	90	3	Hyp.	Hyp.
Spc. Dictator 6	'37	d	10	2 x 5¾	1¼x 8½	V-443/8 x3/4	4½	30	20	2½	110	90	3	Hyp.	Hyp.
President 8	'37	S	13	1¾x 3	2⅛x10¾	V-491/4 x27/32	6½	30	20	2½	110	90	3½	Hyp.	Hyp.
Six (7A)	'38	S	12	2 x11	1¼x10¼	V-471/2 x13/16	4½	30	20	2	90	90	3	90	90
Comm. 6 (8A)	'38	S	12	2 x11	1¼x10¼	V-471/2 x13/16	4½	30	20	2	90	90	3	90	90
Pres. 8 (4C)	'38	S	13½	2 x10½	1¼x11½	V-471/2 x13/16	6½	30	20	2	90	90	3	90	90
Champion "G"	'39	C	8½	1¼xE	1¼x8¼	V-373/4x11/16	4	30	20	1⅛	90	90	2½	90	90
Comm. 6 (9A)	'39	S	12	2x11	1¼x10¼	V-471/2x13/16	4½	30	20	2	90	90	3	90	90
Pres. 8 (5C)	'39	S	13½	2x10½	1¼x11½	V-471/2x13/16	6½	30	20	2	90	90	3	90	90
Champ. 2-G	'40	C	8¾	1¼xE	1¼x8¼	V-373/4x11/16	4⅜	30	20	1¾	90	90	2½	90	90
Comm. 6 (10A)	'40	d	12	2xE	1¼x11½	V-471/2x55/64	5	30	20	2	90	90	3	90	90
Pres. 8 (6C)	'40	S	14	2xE	1¼x11½	V-471/2x55/64	6⅛	30	20	2	90	90	3	90	90
Champ. 6-3G	'41	C	8¾	1¼xE	1¼x8¼	V-381/4x11/16	4⅜	30	10	1 11/16	90	90	2	Hy90	Hy90
Com. 6-11A	'41	S	10¾	1¾xE	1¼x11½	V-471/8x49/64	5	30	10	2	90	90	2½	Hy90	Hy90
Pres. 8-7C	'41	S	12½	1¾xE	1¼x12 13/16	V-471/8x49/64	6¾	30	10	2	90	90	2½	Hy90	Hy90

For key to abbreviations see page 129

COOLING AND LUBRICATION

Make and Model	Year	Carburetor—Make	Cooling System—Capacity, Imp. Qts.	Lower Radiator Hose—Diameter and Length	Upper Radiator Hose—Diameter and Length	Fan Belt Type and Size	Crankcase Capac.—Imp. Qts.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Transmission Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter	Rear Axle Oil Cap.—Lbs.	S.A.E. Grade—Summer	S.A.E. Grade—Winter
TERRAPLANE															
Six	'35	C	15	1 3/16 x 9	1 3/16 x 9	V-47 15/16 x 51/64	5	30	10W	2 1/2	110	80	2 1/2	110	90
Six	'36	C	11	1 3/8 x 8 1/2	1 1/2 x 10 5/8	V-47 15/16 x 51/64	4	30	10W	2 1/2	EP90	EP80	2 1/2	EP110	EP90
Six	'37	C	11	1 5/8 x 8 1/2	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	3	EP90	EP80	3	EP160	EP90
Special 80	'38	C	10 1/2	1 5/8 x 8 1/2	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	3	EP90	EP80	3	EP90	EP90
Super 82	'38	C	10 1/2	1 5/8 x 8 1/2	1 1/2 x 10	V-44 3/8 x 25/32	5	30	20W	3	EP90	EP80	3	EP90	EP90
WILLYS															
Four 77	'35-6	T	7 1/2	1 3/16 x 5 1/8	1 1/2 x 1 13/4	V-42 11/32 x 21/32	3 1/4	30	20	1	160	90	1	160	80
37	'37	T	9 3/4	1 3/16 x (m)	1 1/2 x 10 3/4	V-42 11/32 x 21/32	3 1/4	30	20	1	110	110	1	160	110
4-38	'38	T	99	1 3/16 x 5 1/8	1 1/2 x 10 3/4	V-42 11/32 x 21/32	3 1/4	30	20	1	90	90	1 1/4	90	90
Four-48	'39	T	9	1 3/16 x (q)	1 1/2 x 10 3/4	V-42 11/32 x 21/32	3 1/4	30	20	1	160	90	1	160	90
Overland 39	'39	T	9.4	1 3/16 x (q)	1 1/2 x 9 3/4	V-42 11/32 x 21/32	3.2	30	20	1	90	90	1	90	90
Willys 440	'40	C	8.0	1 7/16 x 5 1/8	1 1/2 x 9 3/4	V-42 11/32 x 21/32	3.2	30	20	1	90	90	1	90	90
Americar	'41	C	9 1/2	1 3/16 x 9	1 1/2 x 10	V-44 11/32 x 21/32	3 1/8	30	20W	1	90	90	1	Hy90	Hy90

ABBREVIATIONS

AA—19, up to serial No. 2A-1750 (Nov. 18/40); 21, all units after.

(a)—Two pieces, 1 3/4 x 3, 1 3/4 x 5 3/4.

B—B & B.

(b)—Two pieces, 1 3/4 x 3, 1 3/4 x 6 1/2.

BB—19, up to Serial No. 2D-250 (Nov. 18/40); 21, all units after.

C—Carter.

(c)—Two pieces 1 1/2 x 3 1/2, 1 1/2 x 5 1/4.

cc—Two pieces, 1 1/2 x 3 1/2, 1 1/2 x 5 3/4.

D—Detroit.

d)—Stromberg or Carter.

(d)—Two pieces, 1 1/2 x 3, 1 1/2 x 4 5/8.

E—Elbow type.

(e)—Two pieces 1 3/4 x 2 3/4, 1 3/4 x 5 1/4.

ee—Two pieces, 1 3/4 x 3 1/2, 1 3/4 x 4 1/4.

F—Flat.

(f)—Two pieces, 1 1/2 x 13, 1 1/2 x 14.

(ff)—Two pieces, 1 1/2 x 11 7/16, 1 1/2 x 12 9/16.

(g)—Two pieces, 1 3/4 x 4.

G—Chandler-Groves.

H—Schebeler.

(h)—Two pieces, 1 1/4 x 10.

Ho—Holley.

Hyp—Special hypoid lubricant.

J—Johnson.

(j)—Two pieces, 1 1/4 x 7 5/8.

(k)—Two pieces, 1 1/2 x 2 3/4, 1 1/2 x 5.

M—Marvel.

(M)—Molded.

m)—Two pieces, 5 1/8 and 2 1/2 long.

(n)—Two pieces, 1 1/2 x 33/4, 1 1/2 x 6 3/4.

O—Own.

(p)—Two pieces, 1 1/2 x 2 3/4, 1 1/2 x 6 1/2

(q)—Two pieces, 5 1/8 x 2 1/8.

S—Stromberg.

T—Tillotson.

Z—Zenith.

*—Above 90°F. use S.A.E. 40.

**—Special lubricant for Simplimatic Transmission.

†—With overdrive, 3 lbs.

††—With overdrive, 3 1/4 lbs

‡—Low cold test engine oil used.

—Add 10% kerosene below zero.

—10W for zero to 30° below F., 10W plus 10% kerosene for under 30° below.

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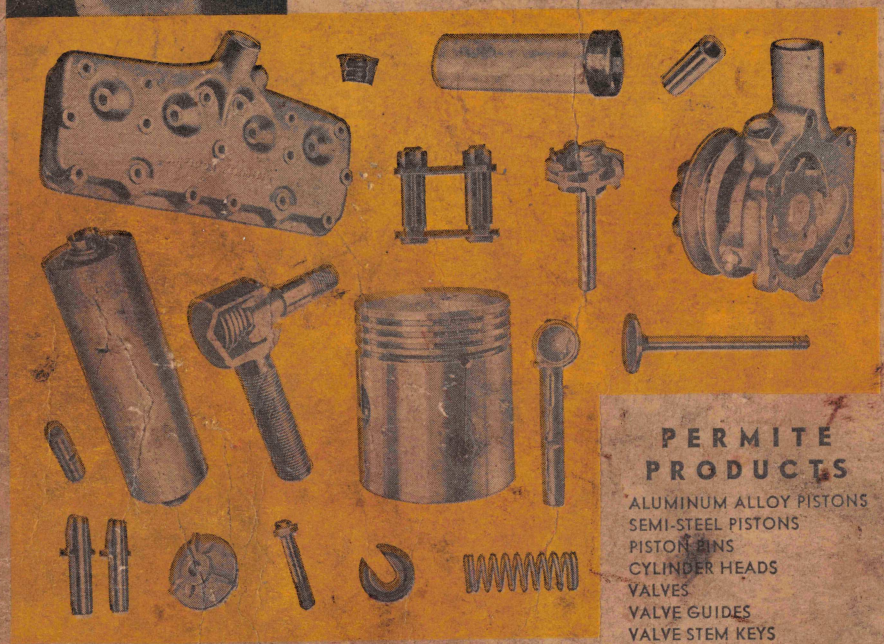

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